FEBRUARY 13, 1953

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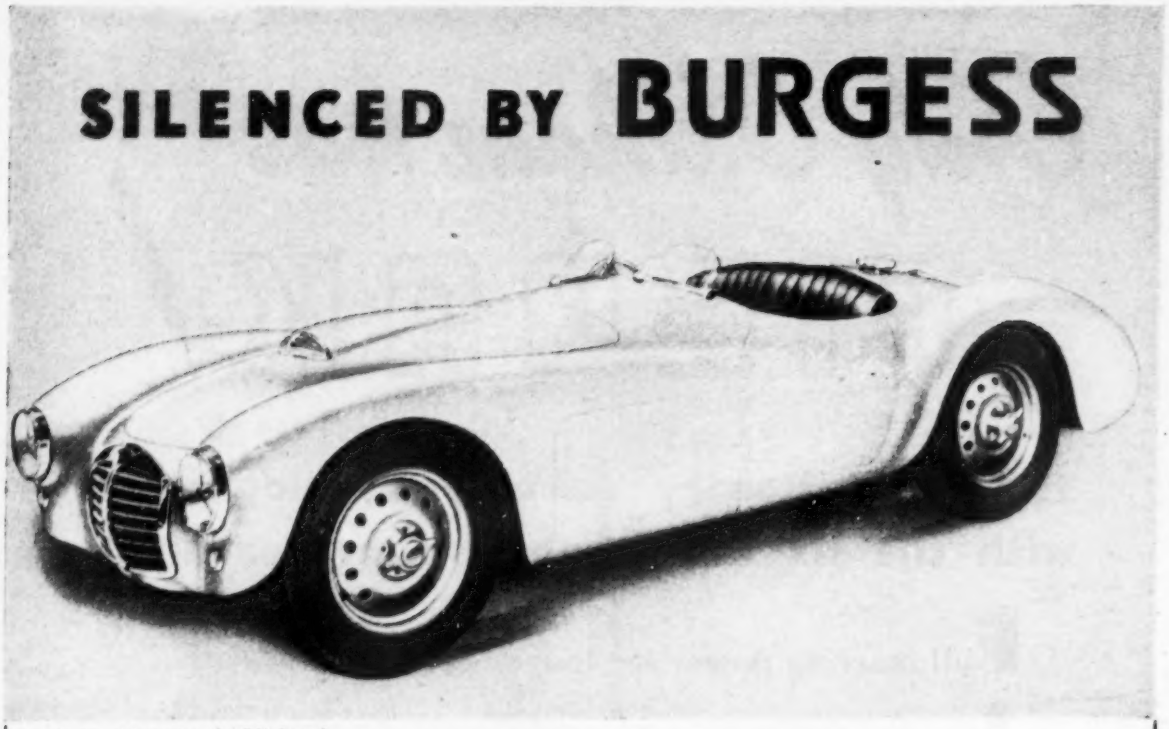

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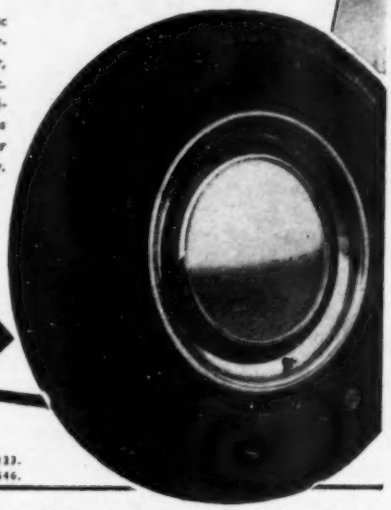

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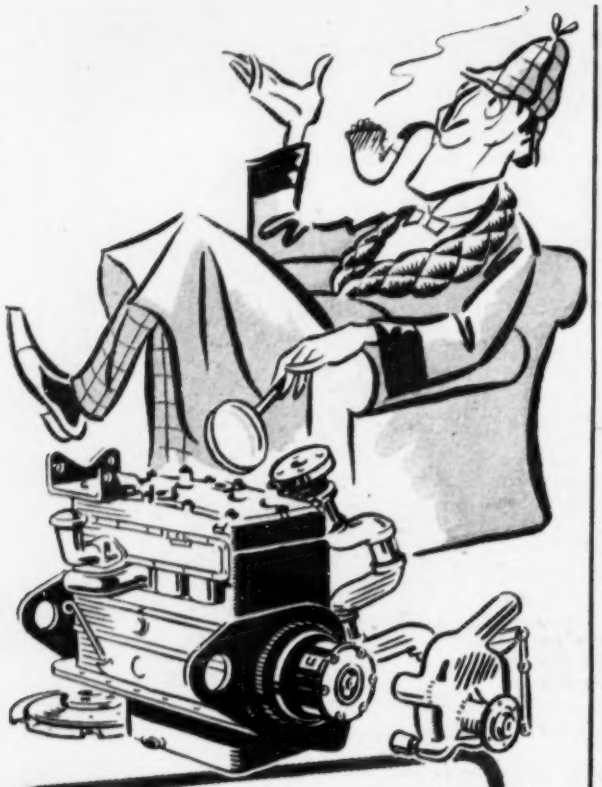

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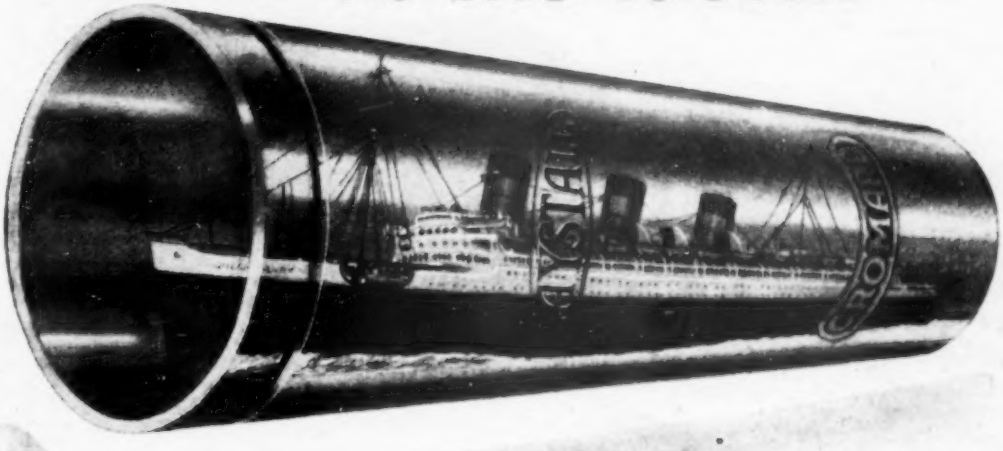

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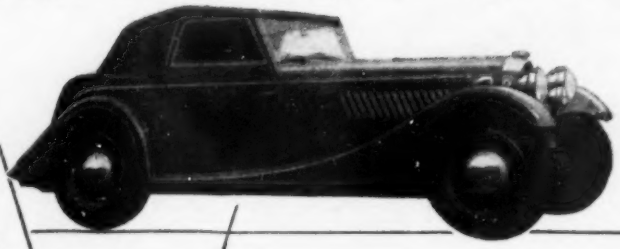

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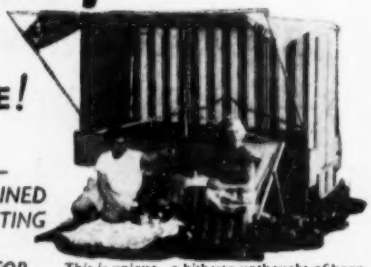

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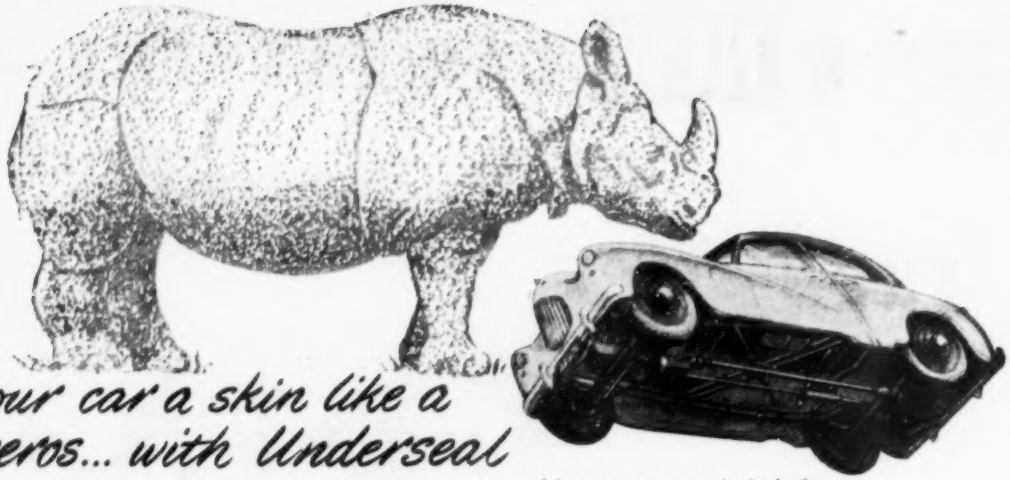

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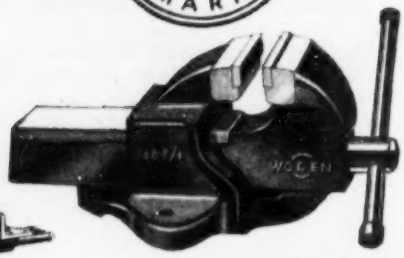

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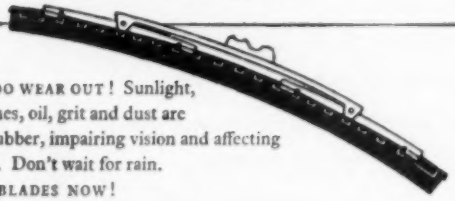

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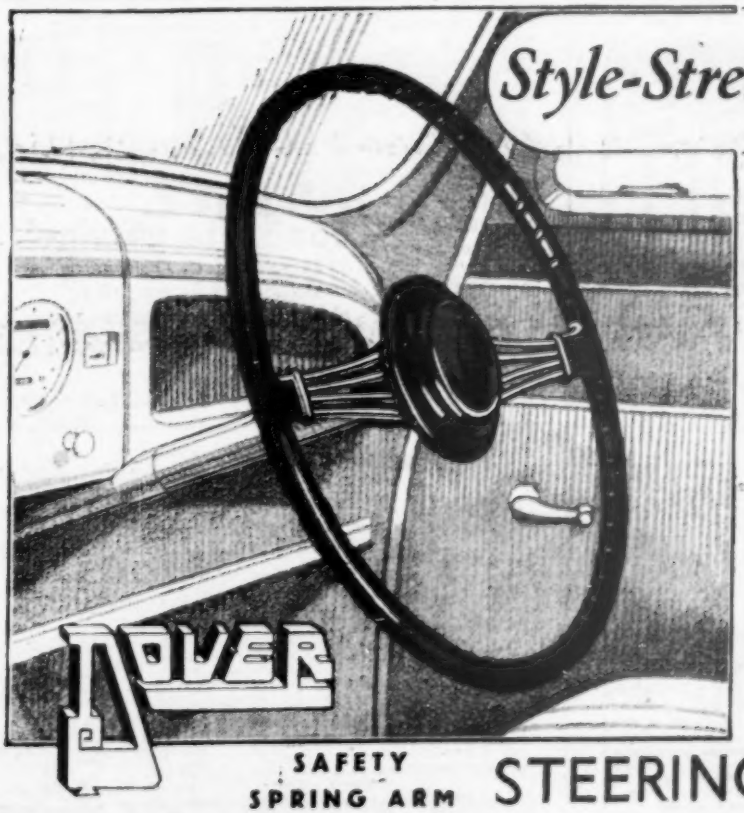

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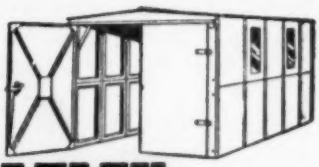

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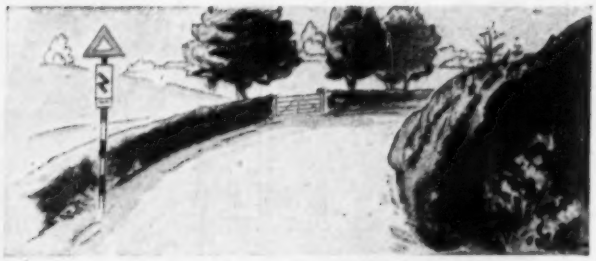

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The Autocar
FOUNDED 1895

No. 2985 *Friday, February 13, 1953* Vol. XCVIII

Facts on Dazzle

THAT there should be nothing startling about the Road Research Laboratory's findings on dazzle (page 203) is satisfactory; any new discovery would have been suspect, because the problem is long-standing and simple, although at present insoluble. The findings confirm what was reasonably obvious; the statistics reiterate the lessons of previous statistics, and the recommendations are familiar. The Laboratory recommends, *inter alia*, that the correct aiming of beams should be enforced, that the differential between beam brightnesses should be eliminated, and that uniformity in lamp design should be encouraged.

It is important to note the major emphasis placed by the scientists on the reduction of "seeing distance" that is a part of dazzle; to this the discomfort caused to the dazzled driver is secondary, the former being inseparably linked to road safety. In a convincing demonstration, witnesses recently observed how a very slight misaiming of lamp beams (a mere half-degree) reduced seeing distance sharply by a disproportionate increase in glare. There is thus little doubt that regulations will be embodied in the new Road Traffic Bill to provide for beam aim checks, and it is reassuring to record that the Road Research Laboratory found that, in road checks which they made of setting and candle-power, the taking up of only about four minutes per car was required, and these were willingly expended by the motorists who were stopped.

In a dazzle survey the pass light once more emerges as a bad offender, a high proportion of these lamps having maximum intensity above the horizontal, making dazzle therefrom certain; the maximum intensity, which is often of great brilliance, should be three degrees below the horizontal; head lamps should be half a degree below the horizontal in the undipped position.

Polarized lighting remains the solution to the dazzle problem, but its perfection is matched by its present complete impracticability; until it becomes possible, the Laboratory states quite categorically that lives can be saved by the correct setting of head lights, and motorists should need no further reminder to look to their lamps and to maintain their correct setting.

Streamlined Instability

EVERY motorist should make an attempt to follow the third and final article of the series that has appeared under the generic title of "Winds," which occupies the following pages. The author's conclusions are so important, however, that they may also be repeated in a readily assimilable form.

The stability of a car in side winds depends very much on the position of the centre of pressure, and the improvement of true streamlining has the unfortunate effect of moving this crucial point forward to a position that is ultimately ahead of the actual car itself. The move forward is accompanied by a considerable reduction in stability, for reasons which the author makes clear with the help of formulæ. The generalization follows from these that the farther ahead of the centre of gravity that the centre of pressure moves, the greater the instability.

This is a serious matter, especially as streamlined cars are usually the fastest models, in which an involuntary swerve as a result of instability is exaggerated by speed; it is very fortunate that a simple remedy exists. This is the provision of fins, quite small in side area, at the rear of the car, where they create a localized side force which helps to pull the centre of pressure back. Thus the vestigial (or embryonic?) fins which the body stylist first introduced for the sake of appearance now prove to have a very important function indeed. However, this is not such a quixotic result as it may at first seem. In introducing fins the stylist was influenced by aircraft, the form of transport most affected by aerodynamics, and the tail "fin" of an aircraft performs exactly the stabilizing function that the similar device can do on a car

Ghia's body for the Chrysler Special shows an awareness of the important stabilizing effect of the vertical flat surface well back on the body; tail fins, in fact.

WINDS

THE FORWARD MOVE OF THE CENTRE OF PRESSURE AND ITS CONCOMITANT

This is the final article of a series of three based on recent studies of wind forces on cars of all kinds: old square saloons, streamlined sports machines and pre- and post-war models. The first part dealt principally with head and tail winds and their effect on performance and economy, and described actual road tests which disproved the widely held belief that natural winds nullify the advantages of streamlining. It was shown that there is, in fact, a small but measurable petrol saving resulting from the continual movement of the atmosphere, which in this country averages more than 10 m.p.h. throughout the year. The second article discussed the effect of side winds.

THE importance of aerodynamics was clearly demonstrated by test data, which revealed that the top speed of an old car could be increased by over 30 per cent and the cruising fuel consumption cut by nearly 60 per cent with the substitution of a scientifically streamlined body on the existing chassis. The engine employed was the same in each case, and to achieve that speed increase on the original car would have required two and a half times as much horse-power, an impossible requirement from a production engine of the same size and weight. Moreover, the fuel consumption would have increased correspondingly, and this is of far greater importance to most of us than more speed.

Streamlining was thus proved to be of paramount importance to future development, and the engine designer's new job will be to adapt his product for even greater economy of operation within the new performance characteristics desired, and to continue with his good work in the directions of silence and reliability. The reduced power demands will naturally enable him to make more rapid progress in reliability and freedom from maintenance, and more than ever will it be possible to ignore the mechanical side of cars. The case for the serious application of aerodynamic studies thus seems to be a comprehensive one, but, as with most things, there are new problems which must be solved before full advantage can be taken of streamlining.

"Wind Understeer"

Some of these snags were discussed in the second study, which investigated the ill-effects of cross-winds on steering and stability. During the winter months an average wind of 20 m.p.h. blows across the greater part of the British Isles, so that there is, virtually always, a substantial sideways component of the wind pressing against the car. The article described the flexing of pneumatic tyres under these loads and illustrated the importance of having the greater part of this side wind force acting on the *rear* tyres, which would then take a bigger slip angle than those at the front and steer the car back towards its original course after a disturbance without assistance from the driver. The design possessing this safe and pleasant handling characteristic was defined as being "course stable." Alas, very few cars are!

As a result of unpleasant experiences on the road by experienced drivers and racing motorists, it was decided to carry out a test programme on several distinct car types in a wind tunnel. The results were somewhat alarming.

They revealed that as the wind resistance of a car is reduced the aerodynamic centre of pressure (denoted by the letters CP; it is the point at which the entire side wind force appears to act on the vehicle) is moving steadily forwards until with the most advanced designs it is actually located *ahead* of the car. The cause of this will be explained later in this article, and an idea of its considerable importance can be gained at this stage by studying Fig. 6. It will be seen that safety is involved, since the car's deviation from its original course owing to a gust of wind increases rapidly as the streamlining is improved, and it happens so quickly that the driver has no time to do anything about it. Of most immediate importance is the decrease in stability of post-war cars over pre-war models. It had been found that the "new look" was responsible for a drag reduction of over 30 per cent. The stability tests enabled us to measure the corresponding penalty . . . *a 50 per cent reduction in stability* . . and this is a problem which will become more serious with every drag reduction made in the future!

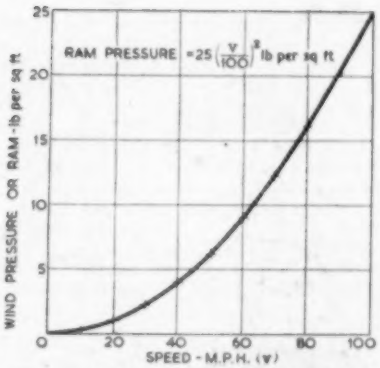


Fig. 1: Wind pressure or ram plotted up to 100 m.p.h.

Finding a Cure

Clearly something must be done about it, and the purpose of this final article is to explain the aerodynamic causes of directional instability and, more important, to describe a cure. It is of interest to the motorist and to the body engineer to appreciate fully the nature of aerodynamic instability, since the cure lies in the latter's province, and as it affects the body shape, the customer's æsthetic appreciation is involved.

The accurate study of airflows is a scientific matter, but until quite recently body design responsibility was shared between the stylist, who is more or less a sculptor working in the medium of sheet metal, and the production man who performs his reproductions in quantity. In the future the application of aerodynamics will probably become the job of the body development engineer, who is a comparatively new addition to the technical side of the design team. He really arrived when the separate chassis disappeared and the body had to take all the road stresses. To the problem of structural strength and efficiency in the interests of lightness have been added other matters of comparatively recent importance mainly as a result of export requirements: noise, ventilation, heating and draught sealing and so on, all meriting scientific investigation.

Aerodynamics are likely to prove a little too much for this already overworked gentleman, however, and some leading manufacturers have started employing young aerodynamicists and have built small wind tunnels for them to carry out basic experiments. Neither the equipment nor the experience is currently available for the amount of research urgently needed.

The pressing importance of the stability problem alone, coupled with the accepted benefits of streamlining, justify the construction of a wind tunnel big enough to take full-sized cars. This would prove the most efficient and economical way of getting satisfactory results, which cannot be calculated from theory alone nor quantitatively assessed from road tests.

In the meantime, enough independent work has been done to make recommendations for early application to present-day designs. The British motorist is naturally conservative, and this characteristic is revealed in the styling of his cars. But he is quick to appreciate the need for change when a clear explanation has been made to him. A secondary use for this interpretation of wind effects is that those sudden swerves which are fairly frequently noticed on some of the latest production models will be better understood and a proper caution instilled when driving in a fresh breeze.

The two models whose characteristics will be analysed are entirely typical of the latest pre- and post-war types respectively. The figures quoted have been calculated from actual wind tunnel readings and verified by full-scale measurements on the road; they are as detailed and accurate as any data at present available. It is thought better to quote such test data, obtained on rather larger than standard cars, than to introduce the possibility of errors in scaling down the results to fit an imaginary car. When so little is known about the characteristics of the body under consideration such extrapolations are never completely reliable in aerodynamics. In shape, which is the relevant criterion, the two cars resemble most pre- and post-war small family saloons, the earlier one having a narrow upright grille and separate wings with "gullies" and the later specimen a wide and low air intake, envelope wings and virtually slab sides.

At 100 m.p.h. in a cross-wind of 20 m.p.h. both models are seen from Fig. 5 to experience a similar side force of 500 lb. (A force equal to roughly one-quarter of the cars' weight!) Their side areas being sensibly equal at 50 sq ft, they must therefore be subject to an average wind pressure of 10 lb per sq ft. Even assuming a completely flat side to the body, the wind pressure or *ram* could not account

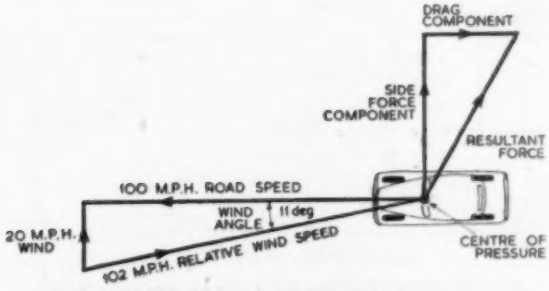


Fig. 2: Relative air speed and wind angle in a cross-wind.

By J. P. MILFORD REID, A.F.R.Ae.S., M.S.A.E., M.I.A.S

EFFECTS : THE REMEDY FOR INSTABILITY IN SIDE AIR CURRENTS

WINDS . . . . . continued

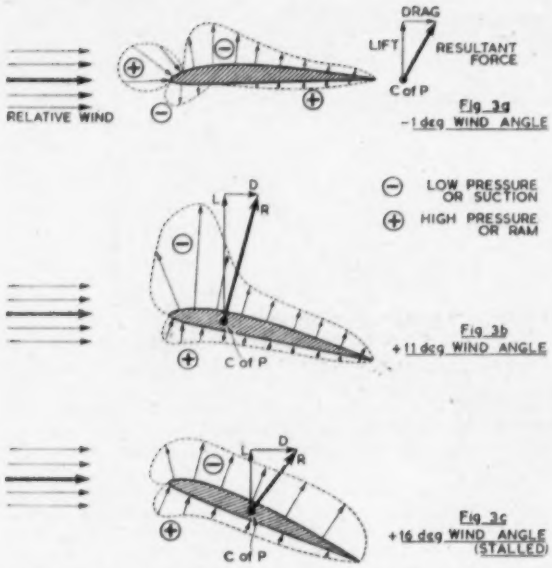


Fig. 3 (a, b and c): Pressure over an aeroplane wing, showing how a sideways force is created and where it acts. Note how the centre of pressure moves forward with varying conditions. In 3c too great a wind angle has created turbulent flow—a disastrous condition in aircraft but a desirable one for car stability in side winds.

for more than 10 per cent. This can be seen from Fig. 1, in which ram pressure is plotted from a very simple formula which is quite accurate enough for our purposes.

Ram pressure $= 25\left(\frac{V}{100}\right)^2$ lb per sq ft, and thereafter, side force $= 25\left(\frac{V}{100}\right)^2 \times A \times C_y$ lb, where the wind speed V is in m.p.h., the side area A is in sq ft, and the transverse drag coefficient C_y is simply a fraction.

At this point it is worth examining the effect of the fraction C_y on the airflow, since when the full ram pressure is obtained all the air striking the body is brought to a standstill. (In other words its velocity energy is converted into pressure energy by decelerating it.) Of course, this takes place only if the body is quite flat, when C_y is unity. But when C_y is reduced to one-half by streamlining the body, only one-half of the air is brought to rest (*in effect*) and the other half escapes round the body. It is from a study of this air rushing past the body that a clue to the missing 450 lb will be found. It will be noticed that C_y is thus a measure of the designer's "degree of unsuccess" in deflecting the airflow smoothly round his car.

Creation of Suction

The deflected air is forced to follow an indirect route around the body while the main mass of the air flows uninterruptedly along a straight path at the mean speed of the wind. To catch up, the disturbed air must therefore increase its speed, and in so doing it creates an under-pressure, or "partial vacuum," over the surface beneath it; just as petrol is sucked out of the carburettor jet by the speeding up of intake air over the "hump" of the venturi. (The reverse, it will be realized, of the over-pressure, or ram, caused by slowing the air down.) The terms over- and under-pressure refer, of course, to the normal atmospheric pressure of 14.7 lb per sq in which bears on all sides of the vehicle.

Suppose, then, that the speeding-up takes place on only one side of the body. An apparent suction force is created on this side, since full atmospheric pressure acting on the other would be partly unsupported. The degree of suction is limited only by the amount of speeding-up which the air can stand while maintaining a smooth flow past the body; i.e., while the streamlines remain unbroken and the airflow is laminar. As soon as it is stretched too far the flow breaks down and becomes turbulent, and while the individual particles of air may be rushing about more rapidly than ever in all directions, so far as the car is concerned they have lost their high velocity relative to it and the suction is lost; i.e., the pressure builds up to nearly atmospheric again. But up to the breakaway speed there is an increasing amount of the atmospheric pressure acting unsupported on the other side; 14.7 lb per sq in equals one ton per sq ft, or, more accurately, 2,116 lb per sq ft, so that a mere half per cent of this would account for the 500 lb side force on the car. How much speeding-up would this entail?

Calculating the Speed Increase

If a *relative wind* of speed V is brought to rest against the car and thereby creates a ram pressure P, a formula which determines the increased speed v necessary to create a given *suction pressure* p (in this case 10 lb per sq ft) is:—

$$v = V\sqrt{\left(1 + \frac{p}{P}\right)} \text{ m.p.h.}$$

From Fig. 1, the ram pressure P for a speed V of 100 m.p.h. is 25 lb per sq ft, of which the required 10 lb per sq ft is 40 per cent. Therefore, the ratio $\frac{p}{P}$ is 0.4, and:—

$$v = 100\sqrt{(1+0.4)} = 120 \text{ m.p.h.}$$

Thus the airflow would need to be speeded up by 20 per cent all over the 50 sq ft of side area to create the side force of 500 lb. Clearly such an even distribution does not take place. If it did there would be no trouble at all about locating the centre of pressure, which would be right in the middle. But the pressure distribution is by no means even, and since the car is such a complicated shape to examine, you might find it simpler to look at the wing of an aeroplane for an explicit understanding of the relationship between the suction pattern and the elusive CP.

Before doing so, however, there are a couple of simple experiments worth trying to convince yourself once and for all about the interchangeability of speed and pressure in a gas such as the air. If there is any sort of wind blowing today, just unlatch the door and watch it. At first the wind

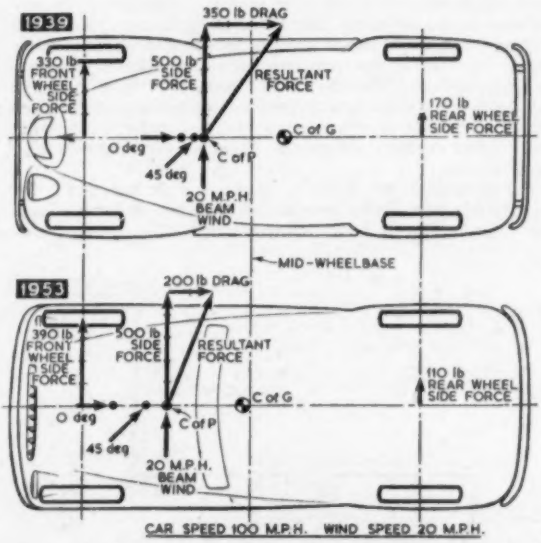


Fig. 4: Where the resultant force acts on representative old- and new-look cars.

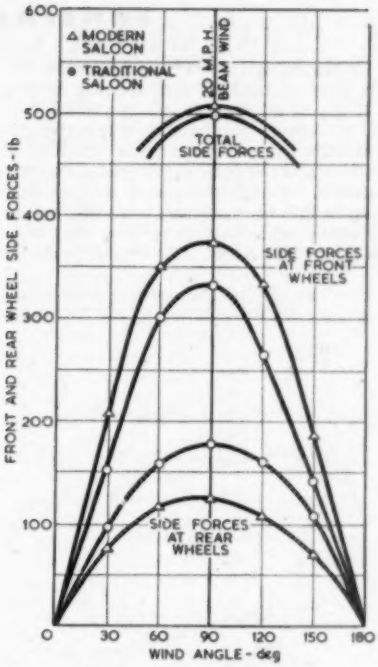


Fig. 5: Side forces acting on the front and rear wheels at various wind angles.

blowing along the passage will force it to open a crack, allowing a draught to whistle through. Then suddenly it slams shut. The wind's speed through the crack has reduced the pressure until the undisturbed air (at full atmospheric pressure) on the other side has pushed it to. As the crack narrows the air rushes through faster and further lowers the pressure until the unbalanced force is high enough really to slam the door. Yet here are but a few m.p.h. of wind involved and an area of only about 15 sq ft. Another simple test lies in holding a sheet of paper up in front of your face so that the top half of it falls away from you. Blow across the top of it and the drooping part of the sheet will rise. If you blow hard enough it will lift, until you are actually blowing at the top surface at a slight angle, and stay there until you run out of breath.

Incredible Becomes Reasonable

Fig. 2 shows that with a car travelling at 100 m.p.h. in a 20 m.p.h. cross-wind the *relative air speed* is 102 m.p.h. and the *wind angle* 11 degrees. Since this is further speeded up to an average of 122 m.p.h. to create the required suction, comparison with these simple experiments makes the 500 lb side forces seem quite reasonable when it is remembered that wind forces always increase as the square of the speed. Studying an aeroplane wing brings it home even more forcibly.

It would be a very light aeroplane indeed which weighed only 500 lb, yet it is simply a similar suction force acting on the upper surface of its wing which keeps it aloft. The propeller, in pulling it through the air, creates the relative wind over the wing, which is shaped so that the air flows faster above than below. In this way a "sideways" force of several thousand pounds is created, which acts at very nearly a right-angle to the airflow. The over- and under-pressures plotted in Fig. 3b are for the same conditions as the cars under consideration; i.e., a wind angle of 11 degrees. If all the local pressure forces were added together, they could be considered as acting through the CP. The *Resultant Force* is shown in each of the diagrams, from which it will be observed that as the wind angle changes the pressure distribution is changed and the resultant force therefore acts in a different place. The greater the angle, the more the speeding up of air above the nose of the wing, and the more the CP moves forward.

If, however, the wing angles increase too much, the smooth flow breaks down and the suction force is lost (Fig. 3c). On an aircraft, when the wing has *stalled* in this way, the effect is disastrous since there is no longer a sufficient force to support its weight and it falls to the ground. But on a car this is just what is needed. Furthermore, the even pressure distribution locates the CP much farther back, which is a fundamental requirement for course stability. If the cross-wind flow around the car can be made turbulent its stability and steering qualities will be considerably improved.

The Extreme of Efficiency

Fig. 3a is included to show that the resultant of all the over- and under-pressures can act *outside* (away from) a body in certain conditions. As a matter of interest, the wing in Fig. 3b will support a weight of 1,250 lb over a 50 sq ft area. Were a car to be as efficiently shaped as the wing it would *skid* bodily sideways at 100 m.p.h. on a perfectly dry road in a 20 m.p.h. cross-wind. However, the wing is designed specifically to create the maximum sideways force and there is no possibility of allowing a ground vehicle to approach these values.

What is even more disconcerting than the magnitude of the side force is the CP position. Fig. 3 illustrates it on an aeroplane wing. On a perfectly streamlined shape (a "teardrop") it may be *half a length ahead* at 11 degrees wind angle. What, then, of the car? There is no need to refer to the much more complicated pattern of pressures about a car body to find it, although such a pattern is broadly indicated in Fig. 8 for general interest. The CP locations have been calculated for the two cars from wind tunnel force measurements (Fig. 4). On the pre-war model it lies at 35 per cent of the wheelbase behind the front axle, while on the post-war model it has gone forward to 25 per cent. This means that, whereas two-thirds of the side forces acted on the front wheels in the earlier model, three-quarters now do so (Fig. 5). The front-to-back side-force ratio, therefore, which was already unfavourable at 2 to 1, has become 3 to 1, which represents a decrease in stability of no less than 50 per cent.

At the same time there has been a small forward movement of weight with the new look, which helps to counteract the deterioration, but, as discussed in Part 2, it is most unlikely that the centre of gravity will go any farther forward. Thus with a C_x of 0.4 (a good modern low-drag design) the slip angle of the front tyres is *two and a half times* that of the rear. Fig. 6 indicates just how dangerous is this condition. With the properly streamlined car of the future it will become worse, and clearly some solution must be found quickly. Fortunately it is already available and in Fig. 6 a

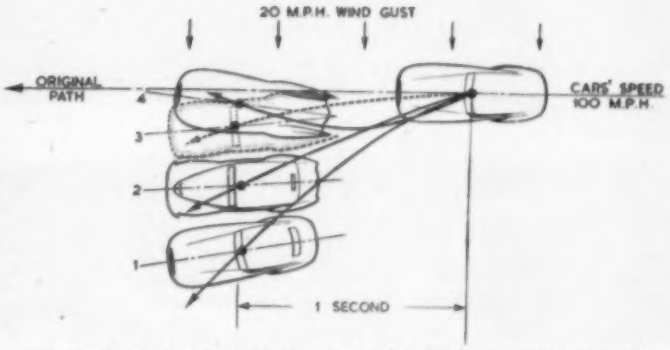


Fig. 6: The paths followed by four cars when hit by a sudden 20 m.p.h. gust at 100 m.p.h. 1, post-war saloon; 2, pre-war saloon; 3, post-war saloon with fins; 4, stabilized low-drag aerodynamic car.

WINDS . . . . . continued

third model is shown with the solution applied. Its behaviour will be seen to be even better than that of the pre-war car, and it approaches the ideal in high-speed steering characteristics. This model has had fins or stabilizers mounted on the rear wings for the same purpose as these are mounted on an aircraft; they stabilize it by creating a second side force right at the rear of the car, and although the force may be small its leverage is great (Fig. 7). In this way the overall CP is brought back very nearly to the CG. "Very nearly," because to be honest, I must admit to having tested no fin design so far which has produced full positive course stability.

Back to the Razor Edge

But although a positively stable characteristic is to be preferred, a car with a *slight* degree of instability will prove less tiring to steer accurately than those we have been accustomed to for many years. The dotted outline in Fig. 6 is typical of the behaviour of a car with the type of fin likely to be widely employed. The steering correction, even at 100 m.p.h. in a 20 m.p.h. cross-wind, can be made fairly gently. Now although I am quite content with fins, I think it would be unfair of me to leave even a small portion of the "stable mystery" unsolved, so here is a suggestion as to the remaining solution.

Referring back to Fig. 3, you will recall the double effect of *stalling* . . . a greatly reduced side force and a rearward CP. In Fig. 8 the critical points on the car in producing suction are seen to be the corners, which are becoming rounder as streamlining improves and therefore *worse*. In the diagram they all tend to turn the car even farther to the right. If any or all of these can be stalled, the complete solution will be found. But caution is necessary, because if the airflow is turbulent while the car is travelling *into wind*, up goes the drag and the fuel consumption, and we are back where we started. It will take a very long period of wind-tunnel testing to find the optimum contours, but on the face of things it would seem that there is at least one practical justification for a razor edge . . . somewhere on the quarter panel!

For my next car, I shall be content with fins, not only because they very nearly stabilize it, but also because they provide the missing link in modern styling. So many of today's cars seem to run out of good looks when they get to the rear-wheel centres. To have a bluff front and a round tail has always left me with the impression of æsthetic unbalance. And where the demands of luggage capacity have produced a compromise the appearance doesn't belie it! I am all for the big, square locker, but lying exposed at the back of a sleek and nicely rounded body, square corners look rather odd, to say the very least.

Now graft a pair of fins on to the rear wings, and the most capacious locker will be dwarfed between them. The latest high rear wing line is becoming increasingly popular and this conveys the basic idea. Mention the word "fin" to most designers and stylists today and they give a hollow laugh. They probably have a mental picture of a Boeing Superfortress on wheels or a Japanese print of flying fish (respectively!), in either case a huge and impractical protuberance!

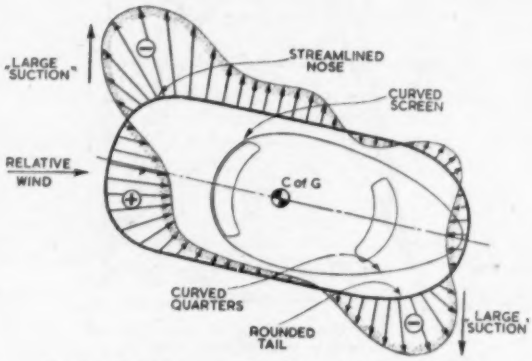


Fig. 8: Points on a car which create large side forces.

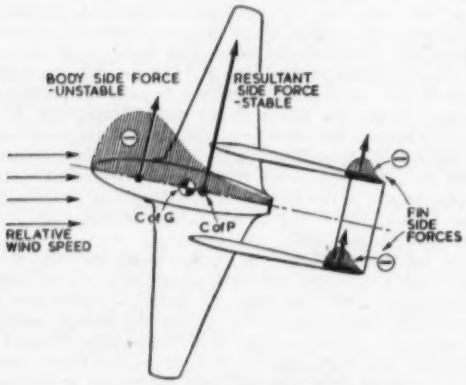
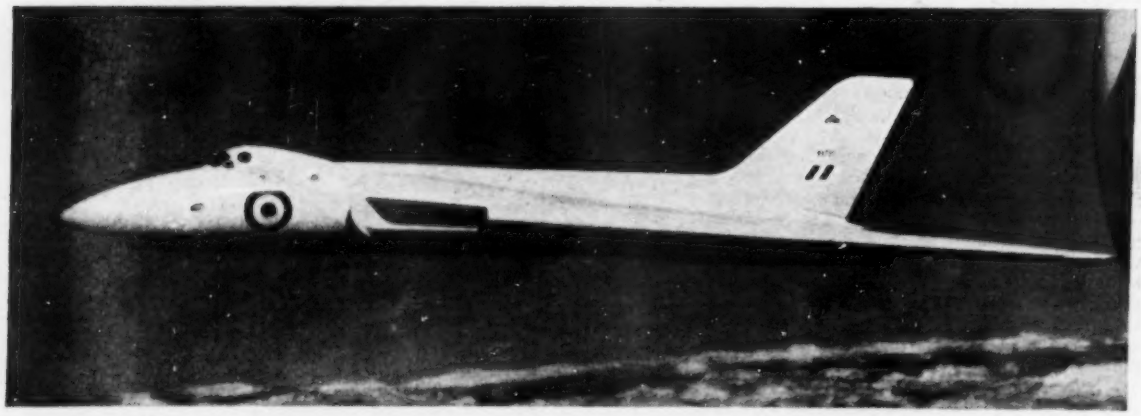


Fig. 7: Purpose of the aeroplane tail fin.



The necessity for a rear fin arises on cars as the aerodynamic shape improves. On aircraft, which are close to aerodynamic perfection, the rear fin is a prominent feature of the shape. This is the delta-winged Avro Vulcan jet bomber.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Wiping it Clean

INEVITABLY, it was not simply raining but coming down in torrents when my driver's side windscreen wiper decided to break off. It was a matter of moments—but what wet moments—to substitute the passenger's, and in due course a new wiper blade was fitted.

The old blade had been quite effective and it had not occurred to me that it was deteriorating. But the difference when I got the new blade was astonishing. Not a thing was left on the screen after any one stroke of the blade. Encouraged, I fitted a second new blade with similar results.

In future I shall not take what seem to be efficient blades too much for granted—but what a multitude of different components this philosophy should apply to. Everyone knows the insidious deterioration of steering, brakes, and so on. Now I add windscreen wipers.

Wet moments.

✦ ✦ ✦

Radio

A READER asks me somewhat pointedly what I have to say following the letter to the Press of Professor Hanbury, of Oxford University. The Professor, stirred by the Postmaster-General's reminder that a separate licence was necessary for a car radio, asks that such a distraction as car radio should be banned.

I repeat what I have said before. Here is an instance in which theory is often confounded by fact. As a personal view, before I tried car radio I should have agreed with Professor Hanbury. The first time I used it on a car I was considerably intrigued by the effect, which was not at all what I expected. On subsequent occasions this impression was confirmed, and I now have a radio installed in my car. With me, it reduces the anxiety which is ever-present on the roads today, and the result is that I find myself driving better and making fewer mistakes. In this it is akin to the glass of champagne before an examination.

That does not mean that I approve car radio for all and sundry. I merely say that for persons of my particular temperament it seems to have a beneficial effect; that my temperament is not unique, because an M.P. made a somewhat similar comment on car radio in the House not long ago, and that, therefore, before anyone rushes into legislation on the lines suggested by Professor Hanbury, a little experiment might be advisable. This is surely a subject for the road safety section of the Road Research Laboratory.

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Three Lanes

AMONGST the popular fallacies is the commonly held view that the three-lane road is more dangerous than others. It means, the argument goes, that overtaking vehicles, moving in different directions, are occupying one lane of the highway. So it does, but short of a four-lane highway, which is a big one for this country, the answer to that seems to be, "So what?" Judged by this yardstick, the ordinary two-way road comes off worse still, for the overtaking vehicle must meet in the same lane, not the overtaking vehicles from the opposite direction, but every other vehicle moving in that direction. In fact, as Lt.-Col. Bennett has remarked in one of his publications, so far as statistics go, it seems that a highway becomes progressively safer the wider it becomes. And in reply to that statement I do not want to be told. "Yes, but look at the accident record on the So-and-so by-pass." I will look at it only if it is calculated on vehicle-miles, and not just on a time basis, because in considering the danger of a road the amount of traffic on it must always be taken into the consideration.

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Waggery

MISUNDERSTANDING of the purpose of signalling continues to grow, and I take a considerable delight in recounting the incidents that prove it. A slow-moving lorry was followed by an elderly saloon; your correspondent's car was coming up to make a third. The road was very wide and *empty as far as the eye could see.* Your correspondent blew his horn and drew out to overtake, whereupon the driver of the elderly saloon decided that he, too, would overtake. His first manœuvre was to put a hand out of the window and wave it up and down ("I am slowing down"—Highway Code). This Scribe, observing that there was room for all of us, including the kitchen sink, on the stretch of road, pulled over to the far side and malevolently watched developments as he overtook. The hand, which had been momentarily withdrawn (perhaps to do the necessary job of steering the car) now reappeared and wagged up and down with renewed gusto ("I am slowing down"—Highway Code). But patently the gentleman was not slowing down; as far as the old car was capable, he was accelerating, and as I left the scene his acceleration was accompanied by the thin and reedy sound of an ancient horn. I doubt if it was intended to speed me on my way.

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Which Roads Matter?

ANTIQUE roads are the order of the day in this country, where life and limb seem secondary in importance to the Arts Council and political whim. But why can there be no simple form of co-ordination in the approach to such road building as is under way?

Formidable reconstruction is in progress on the Aylesbury-Amersham road, in Buckinghamshire. Amersham is a charming little place set apart from the most important routes in and out

Reconstruction.

of London, and it was served by a typical country main road (A413) of equal charm. Now, I may be speaking out of turn, for what the accident rate is on that road I do not know, or it may be planned to take more traffic.

But after struggling with the Great North Road recently and then seeing this major reconstruction going on on this quiet rural stretch I could not help thinking that not only is finance cut to the bone but also the way it is used is regarded as of little importance.

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"Bob-a-job"

IT appears that April 6 to 11 are the dates for the "bob-a-job" week by the Boy Scouts this year, and most of us will no doubt be called upon to invent jobs on the spur of the moment by the inevitable knock on the door. Apparently one popular job in past years has been car washing; this is about the length of chore that youngsters can do without losing interest.

For a car wash, the literal "bob" is a low rate, and I imagine that most owners would be a little more generous than that.

NEWS and VIEWS

More and More

IN Canada, motor vehicle registration totals for 1951 are now available, and they show that cars have passed the two million total, an increase of ten per cent. Petrol consumption was up nearly 11 per cent to 1,540,000,000 gallons.

Red Petrol Again

STRANGE colours which many motorists have been noticing in branded fuels serve a simple purpose of identification. Shell is yellow and BP Super is orange-red. The second grades of this group—Shellmex and BP—are a light straw colour.

Four-speed D.K.W.

THE Auto Union works in the Western Zone of Germany has just announced a new version of the D.K.W. Meisterklasse model with a four-speed gear box. The price is 5,950 Deutschmarks, which is 350Dm higher than that of the three-speed model.

Italian Production Down

DURING 1952 the Italian motor industry produced 113,619 cars, compared with 119,267 in 1951. Export totals also dropped fairly appreciably from 28,905 to 25,007. Total production of all kinds of vehicles was 138,412 compared with 145,553 in 1951. Total exports were down from 32,250 to 26,460.

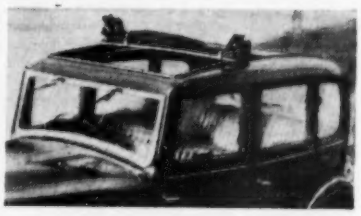
"Un-safety"-conscious Cyclists

CYCLISTS with inadequate rear lamps were roundly attacked by the deputy mayor of Oxford on January 30, speaking to a group of 150 insurance men and civic and university officials at the Randolph Hotel. "Many cyclists in this city do not take sufficient care of their personal safety," he stated. "Inadequate rear lights in the first place are often bespattered with mud, or obscured by coat tails."

Britain a Poor Second in Switzerland

ALTHOUGH the number of British motor vehicles exported to Switzerland in 1952 showed an increase over the previous year, the total is less than half of that achieved by Germany in this free market which forms such an important index of car preferences. Altogether, 32,150 vehicles were imported during the year, of which 13,900 came from Germany and 5,673 from Britain. The United States was third with 5,024 vehicles. Germany has thus held an increasing lead in the Swiss market for the past three years.

It is interesting to note that Switzerland is also becoming an exporter of vehicles in a small way, mainly because of the assembly factories now operated by the big overseas manufacturers in Switzerland. Of the 4,671 vehicles assembled in Switzerland, some 388 were re-exported.



The Bi-Seasonal roof conversion fitted to a Rover. The metal roof panel is removed during the summer and the fabric top can be furled as shown on the right, or hinged neatly inside the car, as in the upper illustration. (See paragraph below.)

Opening Roof

A REVIVAL of that kind of open car which has fixed pillars and roof sides and a fixed rear panel, with a folding fabric roof centre, has been made by Bi-Seasonal Coachwork Syndicate, 1, Rectory Road, Devonport, Plymouth. Besides the folding and removable fabric centre roof, however, there is also a metal panel which can be substituted in winter. These roofs are available both as conversions for existing saloons and for incorporation, or construction under patent licences, in new bodies. The conversion of a medium-sized saloon costs £50, which may rise to £100 in a large car.

The aperture cut for the fabric roof is given low coamings all round, so that the fabric shall make a draught-free and leak-proof fit when in the closed position. It is given support by a transverse stay, pivoted at one side, and folding back out of the way inside the car when the roof is open.

Inducements

THE Minister of Fuel and Power was asked if he would reduce the price of first-grade petrol by regulation, to which he replied that he did not control petrol prices. The questioner, Miss Elaine Burton, produced a small brush and a duster and asked if the Minister had seen these articles which were being given away by the Shell company. Their minimum value was at least 5s. The Regent company was giving away jig-saw puzzles and propelling pencils. Would it not benefit the consumer if the companies spent a little less on this sort of thing, which the customers paid for in the end, and reduced the price of petrol by ½d a gallon?

Mr. Lloyd said he appreciated what Miss Burton had said, but there was another way of looking at it. It was rather satisfactory after all these years of take it or leave it, to find this efficient wooing of the consumer (Ministerial laughter and cheers).

Winking Indicators

HAVING received the views of the Committee on Road Safety concerning winking indicators, the Minister of Transport has decided that these should be permitted as an alternative to the normal semaphore.

At present the regulations permit only the semaphore type. A draft regulation will be made shortly.

Coryton and the Flood

AT Coryton, where the big refinery is under construction for the Vacuum Oil company, flooding caused serious damage. The refinery site, on the north bank of the Thames, opposite Canvey Island, was protected by a sea wall built by the Dutch in the 17th century, which had not been known to have been breached before. In the flood it gave way in many places.

The misfortune of this company was the more acute because the refinery actu-

ally started to produce the finished product only on the afternoon of the day of the flood.

It is now believed that the parts of the plant which went into production for the first time on that day will be back in action at any time now. Supplies to customers normally supplied from Coryton were not affected.

R.A.C. on Motoring—

DESPITE the higher-than-ever cost of motoring in 1952 the total mileage of routes provided by the R.A.C. for its members touring in the British Isles last year was the greatest ever. The record total of 48,979,911 miles represented an increase of a million and a half miles compared with 1951. Although the number of routes issued was slightly reduced, the average mileage per route was 262 compared with 246 in the previous year.

—and Disqualification

QUICK action by the R.A.C. resulted in two orders for disqualification being quashed by the Lord Chief Justice recently. In both cases the conviction for careless driving had been made with suspension for periods exceeding one month, which is the maximum period that can be imposed in the circumstances. The R.A.C. made a successful application within nine days to the Queen's Bench Divisional Court.

Supervision Unwanted

USING recent redundancy in the British Motor Corporation as an excuse, Mr. Maurice Edelman asked the Minister of Supply if he would introduce legislation to provide for Government supervision over the amalgamation of firms in the motor industry. Mr. Duncan Sandys refused point blank to respond to the suggestion, pointing out that in these times of growing foreign competition it would be dangerous to discourage reorganization which was designed to increase efficiency That would be one of the surest ways of losing overseas markets and creating large-scale unemployment.

Australian Shortage

MANY dealers in Australia, who were offering almost immediate delivery of new cars not long ago, are now building up waiting lists. Demand increased sharply between September and December, contrasting with the sudden falling off which followed hire purchase and import restrictions last March.

U.S. Production Down

GENERAL MOTORS and Chrysler are two of the foremost U.S. motor manufacturers to record substantial reductions in output during 1952 compared with 1951. G.M. made 2,256,513 vehicles compared with 2,815,248 in 1951. Of the 1952 total, 1,801,457 were cars—still a huge output. The Chrysler, Plymouth, Dodge and De Soto total fell from 1,397,636 to 1,115,462. However, 1952 was the ninth year in Chrysler history in which more than a million vehicles had been built.

Congestion Continues

CONSEQUENT upon the debate in the House of Lords on the raising of the speed limit from 20 m.p.h. for heavy goods vehicles the British Road Federation has made some appropriate comments. The present limit assists in the slowing down of road traffic as a whole, and although there is much sympathy for the principle of raising the limit the Government fears the attitude of employees in the industry.

The B.R.F. accuses the Government of weakness and of being afraid to act on its convictions. And the Federation proves its point yet again, this time with a map showing this country and the Transvaal as the only two areas in the world where these vehicles are still limited to such a low speed. In suitable conditions heavy vehicles are permitted 40 m.p.h. and sometimes more in the U.S.A., Canada, Italy, Sicily, New South Wales and elsewhere. From 35 to 39 m.p.h. is permitted in Germany and Norway, and 30 to 34 m.p.h. in France, Sweden, Finland, Portugal, New Zealand and Queensland.

Inadequate as British roads certainly are, arbitrary restriction to 20 m.p.h. can only increase the size of the traffic problem and cause greater danger than is necessary.

Ford Owners' Association

A MOVE is under way to start a Ford Owners' Association, with its accent on general usefulness and road safety rather than competitive events. Items listed in order of importance include publication of a bulletin, encouragement of road safety, recommendations on accommodation and service, the organizing of social and motoring events, and so on. Enquiries should be addressed to J. Gilbert, 50, Sheridan Street, Walsall, Staffordshire.

Heat and Colour

PAINTS and crayons which when applied to any metal change colour and give an accurate indication of the local temperature which has been reached by the metal have been developed by the German firms of A. W. Faber and Badische Anilin und Soda Fabrik. They are now available in Britain from Acheson Colloids (Bradford), Ltd., 11, Great St. Thomas Apostle, Queen Street, London, E.C.4. Some of these preparations make one change of colour, others several, and the range of temperatures covered is large. They are used for recording temperatures of local zones of such components as motor cycle cylinder heads, and car exhaust manifolds and pipes.

A Borgward

THE car portrayed on page 144, January 30, skirting the crashed Monte Carlo Rally Simca outside Berne, is a Borgward Hansa 1500 and not a Simca; the characteristic diamond-shaped name plate may be noted.

BREAKING DOWN BREAKDOWNS

THIS is the season when the R.A.C. looks back on the number of members who had to rely on the Club's "get-you-home" service during the past year. In 1952 the total of nearly 28,000 was 16 per cent greater than in 1951. Of the grand total, 24,846 involved car members. It will be seen in the following table that ignition defects are still the main "stopper," as has been the case since the R.A.C. first produced these analyses more than 30 years ago.

An encouraging sign is that the number of accident breakdowns dropped from 4.13 to 2.09 per cent.

	No. of cases	Percentage
IGNITION	4,880	19.66
CARBURATION	2,825	11.41
ENGINE		
Cylinders and pistons	1,290	5.31
Valve mechanism	253	1.14
Valves	265	1.17
Lubrication	183	0.76
Water circulation	1,220	5.04
Crankshaft	153	0.63
Engine (not stated)	1,442	5.96
Starting	682	2.76
Bearings	309	1.26
TRANSMISSION		
Clutch	1,410	5.80
Gear box	780	3.26
Universal joints and propeller shafts	435	1.73
BRAKES	266	1.08
BACK AXLE		
Axle shafts	2,670	10.86
Differentials	87	0.36
Bevels and Worms	155	0.64
FRONT AXLE		
Front axle and steering	720	2.90
WHEELS AND SUSPENSION	862	3.44
LIGHTING	1,476	5.96
ACCIDENTS	709	2.09
LACK OF PETROL	614	2.05
PUNCTURES	1,160	4.69
	24,846	100.00

The rapid expansion of motoring under free market conditions and the normal advance influence of spring is having its effect on the Club's organization. Premises in Manchester are no longer able to cope with the increase in the activities of the R.A.C. in the North of England, in addition to increases in membership. The north-western counties office is being moved to bigger premises at 135, Dickenson Road, Manchester, 14. Dickenson Road is part of the ring road, lying between the main exits from Manchester to Wilmslow and Stockport. The new telephone number will be Rusholme 2964, and the office will be open next Monday.

BOOKS RECEIVED

Let's Halt Awhile in Britain and Ireland, by Ashley Courtenay. Published by Ashley Courtenay, Ltd., 68, St. James's Street, London, S.W.1. 20th edition, price 8s 6d.

A new edition of Ashley Courtenay's *Let's Halt Awhile* once more provides up-to-date information on hotels on and off the beaten track in Britain. Each of the 660-odd examples is personally recommended by the author, who last year covered another 20,000 miles in his search. The book has a special charm in that, although the hotels are suitably divided into sections covering different areas, there is nothing of the formal tabulated information. A typical commencement, for example, under the heading of a hotel, runs, "I happened to call in just before luncheon one day . . merely another motorist coming for a meal. "

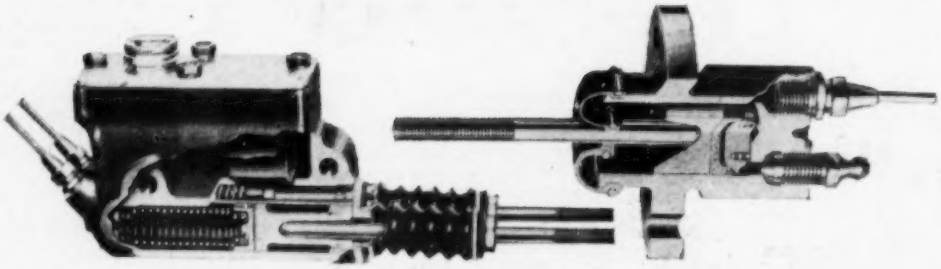
Tuning and Maintenance of M.G.s, by Phillip H. Smith, M.I.Mech.E. Published by G. T. Foulis and Co. Ltd., 7, Milford Lane, Strand, London, W.C.2. Price 15s.

There is perhaps no one make of car that has, throughout the years, been tuned and super-tuned as much as the M.G. Mr. Smith has owned a large number of these cars and he describes in some detail how to set about maintaining and tuning them. The author has based the contents on experience gained in his own private workshop.

Basic Road Statistics Great Britain 1952. Published by the British Road Federation, 4a, Bloomsbury Square London W.C.1 Price 1s

This annual publication contains statistics regarding roads and transport, and represents an easy reference to such figures.

News and Views . . . . . continued



The master cylinder of the Lockheed hydraulic clutch mechanism is shown, on the left, in part section. On the right is the smaller slave cylinder, also partly sectioned. The latter is connected to the clutch withdrawal lever.

HYDRAULIC CLUTCH CONTROL

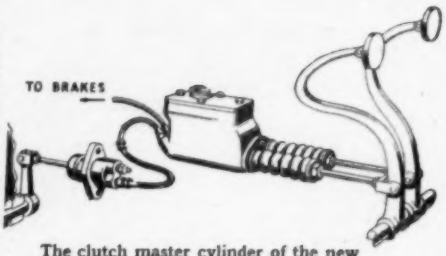
LOCKHEED TWIN MASTER CYLINDER PROVIDES BOTH BRAKE AND CLUTCH OPERATION

EVER since flexible mountings for engines came in, the undesirable movements of pedals have been a problem when mechanical linkage is employed. Lockheed have introduced a hydraulic clutch actuation, the pedal being directly connected to a master cylinder, from which a flexible pipe leads to a slave cylinder which operates the clutch withdrawal lever.

For both simplicity and cheapness, the clutch hydraulic cylinder shares the same body as the brake master cylinder, which is therefore a twin bore unit. Each has a separate fluid tank, but these tanks share a filler in common. The pivots of the clutch and brake pedals are brought close together by the new arrangement, but their shanks are curved in order to separate the treads by the conventional distance.

Besides giving somewhat lighter clutch operation, because of the lesser friction of hydraulic systems compared with mechanical linkages, the hydraulic system should assist in avoiding the clutch judder on starting, which in some cases arises from relative movement between engine and pedal.

Although hydraulic, this clutch actuation mechanism follows so closely on tried and established brake practice that it can be said to simplify rather than to elaborate chassis design, especially in view of the fact that its master cylinder can be combined with that of the brake system.



The clutch master cylinder of the new Lockheed hydraulic system of operation shares a common body with the brake cylinder. A flexible hydraulic pipe connects the master cylinder with the slave cylinder which actuates the clutch withdrawal lever. To separate the clutch and brake pedals, whose pivots are close together, the shanks are curved out from each other.

LIABILITY FOR ACCIDENTS CAUSED BY ANIMALS : An Important Report

ONE of the most extraordinary anomalies of the law of the Queen's Highway is the rule which in many cases denies a road user who has been injured in an accident caused by a straying animal any right to claim damages against the person responsible for the animal, however negligent he may have been. This rule has been much criticized in recent years, particularly by organizations representing motorists and other road users.

The Committee on the Law of Civil Liability for Damage done by Animals, which is presided over by the Lord Chief Justice, after considering among other evidence a memorandum by the Standing Joint Committee of the R.A.C., A.A. and R.S.A.C., have now recommended in a report published on January 27 that this rule should be abolished.

The importance of this proposal can be seen when it is considered that it is estimated that one in seven of the road accidents reported to the police in 1951 involved a dog, and there was also a large number of accidents involving other stray animals, mostly cattle and horses. Accidents involving dogs alone in that year cost the community about £1½ millions. The report quotes with approval the words of the late Lord Greene, when Master of the Rolls, in a case decided in 1943 (in which a motorist was refused damages for an accident caused by two horses which had strayed on to the highway at night through an open gate): "The rule appears to be ill adapted to modern conditions. A farmer who allows his cow to stray through a gap in his hedge on to his neighbour's land, where it consumes a few cauliflowers, is liable in damages to his neighbour, but if, through a similar gap in the hedge, it strays on to the road and causes the overturning of a motor omnibus, with death or injury to 30 or 40 people, he is under no liability at all. I scarcely think that that is a satisfactory state of affairs in the twentieth century."

Ramifications

Nor is the law made to look any less of an ass by the fact that the rule probably applies only to country roads and not to towns; that the immunity does not extend to those who place their cattle on the land of others and then allow them to stray, or that, although the owner is not liable for damages, he is liable under the Highway Act, 1864, to pay a penalty of up to 5s on each beast found straying, and the cost of removing them to the common pound!

The Committee recommends that "an occupier should be under a duty to take reasonable care that cattle or poultry lawfully on land in his occupation do not escape therefrom on to the highway, and that the occupier should be responsible for all damage caused to persons or chattels by cattle or poultry which escape owing to a breach of that duty."

This proposal is confined to cattle (including "horses, mules, asses, sheep, goats, swine and deer kept in a park or other enclosure") and poultry. The still greater danger to highway users caused by dogs is left to the proposed general rule that the owner or keeper of an animal should be liable for damage or injury caused by it unless he can prove that he has exercised reasonable care to prevent it. (At present he is liable only if it can be proved that the damage was caused by a mischievous propensity in the animal which was known to him.) The report says that the Committee has been much impressed by the facts brought to its attention as to the number of accidents caused on the highway by dogs not kept under proper control and think that if their recommendations are adopted they will give a much-needed remedy.

It also states that there is a considerable body of opinion in favour of compulsory third party insurance in respect of dogs.

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The cars are fast and fascinating to handle and the Girling Hydraulic braking system is powerful, safe and sure.

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TRAINING MECHANICS in the MOTOR TRADE

A REPLY FROM THE MOTOR AGENTS' ASSOCIATION, LTD.

By

R. N. CLARK, M.I.M.E., A.S.A.E.

THE articles on service by "Tunesmith" and the leading article in *The Autocar* of January 9 were far from fair to the motor trade and its post-war training, which is being carried out with considerable success. The motor trade is very proud of its National Joint Industrial Council training scheme, and well it might be. In his book *New Views on Apprenticeship*, Dr. W. McLaine deals extensively with this scheme, and writes that it "deserves the closest study by all who are interested in the training of craftsmen," and that it "is in advance of anything yet considered."

It is surprising that "Tunesmith," who claims to have the welfare of the trade at heart, omitted altogether any mention of this scheme in his articles. For his benefit, and of readers of *The Autocar* who are interested in good repair work, an outline of the training scheme will show what the trade is doing to overcome the shortage of skilled men.

Standard Necessary

After the war the motor trade realized that the shortage of skilled men could be met only by training apprentices and by setting a standard with which to measure the skill of individual craftsmen. In 1946 the training scheme was evolved in collaboration with the Ministry of Education and the Scottish Education Department, and it started in 1947. Administration is carried out through area committees composed, like the N.J.I.C., equally of members of the Motor Agents' Association and of the five trade unions which comprise the workpeoples' side of the council. A great deal of voluntary work and time is being put in by members of these area committees, which have been set up in Aberdeen, Birmingham, Bristol, Cambridge, Cardiff, Carlisle, Dundee, Edinburgh, Glasgow, Leeds, Liverpool, London, Luton, Manchester, Newcastle-on-Tyne, Plymouth, Reading, Southampton, Swansea, Tunbridge Wells and Wrexham. Their task is to carry out the council's policy on the training of apprentices and the holding of practical examinations annually. The backbone of the scheme is the awarding of the National Craftsmen's Certificate for a motor vehicle service mechanic. The awarding of the certificate is governed by rules issued by the Ministry of Education and by the Scottish Education Department.

Three conditions for the award are:

1. Satisfactory completion at a technical college of a part-time course of instruction which normally occupies three years.
2. Success in the City and Guilds of London Institute examination for motor vehicle service mechanics. This is taken upon completion of the course.
3. Success in an examination in practical work, conducted for the N.J.I.C. by the area committee. This examination cannot be taken before the final year of apprenticeship or period of equivalent training.

Since 1947, more than 1,750 certificates have been awarded and approximately 8,000 students are attending the technical college courses for motor vehicle service mechanics.

Approved courses are now provided in 122 cities and districts, including 15 in the London area alone. A feature of the scheme is that some of the small towns which cannot provide a course in each of the three years do, in fact, provide for the first year or first two years only, and students in the third year travel to a nearby larger town which provides the full course, with travelling expenses defrayed by the local education authorities.

Apprenticeship normally runs from the age of 16 to 21 and youths must be indentured to the employer, using a recommended document for the purpose. The part-time courses at a technical college are taken usually during the first three years of apprenticeship. Normal wages are paid by the employer where attendance is necessary during working hours, and this is costing motor traders a considerable amount of money, but is considered well worth while. Most courses are partly day and partly evening. As a part of the scheme the trade has a system of voluntary registration of apprenticeship. Since 1947 nearly 14,000 apprenticeships have been registered. The main object of this is to ensure that apprenticeships are, in fact, genuine and satisfactory, to assist deferment of military service when that issue arises, and to be aware of the precise location of *bona fide* apprentices, and so ensure that a proper provision is made for their theoretical training in colleges.

The progress of this scheme is being watched by a number of other industries, and the motor trade feels that it has developed a well-organized measure for obtaining and improving skilled labour, so necessary in the efficient maintenance of motor vehicles.

DAZZLE RESEARCH FINDINGS

WITH customary and laudable caution, the Road Research Laboratory has summarized its work on dazzle (which has been going on for some years) in five recommendations:

1. The standard of head light aiming should be improved. A set of rules in which correct aiming is defined should be drawn up.
2. The intensity of meeting beams should fall within certain limits. This would eliminate both the feeble and the excessively bright lights.
3. Steps should be taken to secure a high degree of conformity with the standards of aiming and intensity. Although compulsion and penalty are necessary for legal enforcement of such standards, easy access to suitable apparatus for adjustment and testing, and a campaign of education, may be as important as compulsion in securing conformity.
4. New head lamps should all have beams giving the same distribution of light. The beam given by the double-dipping lamps now fitted to most new cars might form the basis of a suitable specification. Subsequent experience and research may be expected to show that some improvements can still be made.
5. Attention should also be given to the lights on motor cycles. They require similar treatment to car lights but probably need a beam of a slightly different pattern.

On February 3 the Laboratory staged a demonstration showing convincingly how important setting of lamps was. Two sets of head lamps and other lamps were rigged at car height on a stretch of concrete road, and objects were placed at the sides of the road with a reflective value approximating to that of a dark-clothed pedestrian. Thus observers could judge dazzle, and how far they could see "through" it; the head lamps were modern double-dip types which are considered of excellent design by the Laboratory, and they were mis-aimed vertically by 3 deg, 1½ deg, and ½ deg, one set being down while the other was up. It was noteworthy that even a half-degree of mis-aim sharply reduced visibility and increased dazzle; unfortunately, half a degree of disturbance can be introduced by heavy rear loading of a car.

The outstanding results of the Laboratory's work confirm previous findings as to dazzle encountered on the road. The pass light is confirmed once again as the dazzle culprit it is, for 20 per cent of all pass lights encountered were dazzling.

The summary of the figures is as follows:

DAZZLE ENCOUNTERED

From undipped head lamps	1.5%
From dipped head lamps	9.5%
Pass lamps (fog lamps)	6.5%
Total	17.5%

10 per cent of dipped head lights dazzle.
20 per cent of pass lights dazzle.

No candlepower standard for dazzle is quoted by the Road Research Laboratory, the standard of brilliance varying according to the person concerned. The standard adopted by the observers in gathering the statistics was a matter of agreement between several drivers. Obviously, however, the ratio of lamps causing dazzle, one type to the other, would not change even if other observers adopted a different standard, though they might find that fewer or more than 17.5 per cent of lamps encountered caused dazzle.

A great deal of interesting material emerges from the Laboratory's work on the subject, which will be dealt with fully in the near future under the customary heading of "Science and Road Traffic." In the meantime, comment on the recommendations will be found on page 193.

"THE AUTOCAR" NEW CAR PRICE GUIDE

Make and Model	No. of Cyls. and Capacity	Gears	B.H.P.	Weight (Dry)	Suspension F.	Suspension R.	Overall Length	Overall Width	Tank Capacity	List Price	British Total with P.T.	Latest Road Test
	c.c.			lb.			ft. in.	ft. in.	Gal.	£	£ s. d.	
A.C. 2-litre 2-door ...	6–1,991	4	76	2,926	½-E	½-E.	15 4	5 7	11½	1,027 12/2	1,600 0 0	19/9/52
D.H. coupé	6–1,991	4	76	2,905	½-E.	½-E.	15 4	5 7	11½	1,124 0/8	1,750 0 0	—
Tourer	6–1,991	4	76	2,842	½-E.	½-E.	15 4	5 7	11½	1,154	1,796 12 2	—
ALLARD P.1	8–3,622	3	85	3,250	I.C.	½-E.	15 6	5 11	19	1,100	1,712 12 4	22/9/50
M.2X coupé	8–3,622	3	85	3,250	I.C.	½-E.	15 6	5 11	19	1,150	1,790 7 11	—
P.2 Monte Carlo ...	8–3,622	3	85	3,250	I.C.	C.	16 0	5 11	18	1,650	2,568 3 4	—
Palm Beach tourer ...	4–1,508	3	47	1,800	I.C.	C.	13 0	4 10	10	800	1,245 18 11	—
Palm Beach tourer ...	6–2,262	3	68	1,900	I.C.	C.	13 0	4 10	10	865	1,347 1 2	—
K.3 3-4-str.	8–3,622	3	95	2,600	I.C.	C.	14 9	5 6	18	1,100	1,712 12 4	—
J.2X 2-str.	8–3,917	3	140	2,300	I.C.	D.D.	13 0	5 8	22	1,100	1,712 12 4	—
ALVIS 3-litre	6–2,993	4	93	3,192	I.C.	½-E.	15 2½	5 6	14½	1,250	1,945 18 10	15/2/52
D.H. coupé	6–2,993	4	93	3,161	I.C.	½-E.	15 2½	5 6	14½	1,325	2,062 12 2	—
ARMSTRONG S'LEY												
Whitley 4-light ...	6–2,309	4	75	3,150	I.Tor.	½-E.	15 5	5 8	12	1,000	1,557 1 1	—
Whitley 6-light ...	6–2,309	4	75	3,150	I.Tor.	½-E.	15 5	5 8	12	1,000	1,557 1 1	—
Hurricane coupé ...	6–2,309	4	75	3,115	I.Tor.	½-E.	15 6	5 8	12	1,000	1,557 1 1	—
Sapphire	6–3,435	4	—	3,640	I.C.	½-E.	16 1	6 0	16	1,110	1,728 3 4	—
ASTON MARTIN												
D.B.2	6–2,580	4	107	2,464	I.C.	C.	13 6½	5 5	19	1,750	2,723 14 5	17/11/50
D.H. coupé	6–2,580	4	107	2,464	I.C.	C.	13 6½	5 5	19	1,850	2,879 5 7	—
AUSTIN A.30 Seven ...	4–800	4	30	1,456	I.C.	½-E.	11 4½	4 7½	5½	355	553 14 5	10/10/52
A.40 Somerset ...	4–1,200	4	42	2,132	I.C.	½-E.	13 3½	5 3	8½	467	727 18 11	18/4/52
A.40 Sports	4–1,200	4	50	2,060	I.C.	½-E.	13 3½	5 1	8½	586	913 1 1	18/6/51
A.70 Hereford ...	4–2,199	4	68	2,702	I.C.	½-E.	13 11½	5 9½	12½	627	976 16 8	23/3/51
A.90 Atlantic ...	4–2,660	4	88	2,996	I.C.	½-E.	14 9½	5 10	12½	919	1,431 1 1	16/2/51
A.125 Sheerline ...	6–3,995	4	—	4,158	I.C.	½-E.	16 0	6 1	16	1,307	2,034 12 2	7/5/48
A.125 limousine ...	6–3,995	4	—	5,600	I.C.	½-E.	17 0½	6 1	16	1,449	2,255 10 0	—
A.135 Princess ...	6–3,995	4	—	4,340	I.C.	½-E.	16 0½	6 0½	16	1,617	2,516 16 8	10/8/51
A.135 limousine ...	6–3,995	4	—	4,340	I.C.	½-E.	16 0½	6 0½	16	1,667	2,594 12 2	—
BENTLEY chassis ...	6–4,566	4	—	—	I.C.	½-E.	—	—	18	2,270	3,532 12 3	—
Sports saloon ...	6–4,566	4	—	4,170	I.C.	½-E.	16 7½	5 11	18	3,100	4,823 14 5	—
BRISTOL Type 401 ...	6–1,971	4	85	2,700	I.Tr.	Tor.	15 11½	5 7	17	2,000	3,112 12 3	7/3/52
CITROEN Light 15 ...	4–1,911	3	55.7	2,380	I.Tor.	Tor.	14 7	5 5½	11	685	1,067 1 2	28/3/52
Big 15	4–1,911	3	55.7	2,548	I.Tor.	Tor.	15 6½	5 10	15	740	1,152 12 3	—
Six-cylinder	6–2,866	3	76	2,940	I.Tor.	Tor.	15 11	5 10	15	940	1,463 14 6	30/12/49
CONNAUGHT L.3 ...	4–1,767	4	107	2,130	I.Tor.	½-E.	12 4	5 0	15	800	1,245 18 10	—
L.3-SR 2-seater ...	4–1,767	4	107	1,905	I.Tor.	½-E.	12 9	5 0	15	800	1,245 18 10	—
DAIMLER Consort ...	6–2,522	4	70	3,556	I.C.	½-E.	15 1½	5 4½	14	1,094	1,703 5 6	16/6/50
Regency	6–2,952	4	90	4,000	I.C.	½-E.	15 11	5 11	16	1,500	2,334 16 8	—
3-litre coupé(OD) ...	6–2,952	4	100	4,032	I.C.	½-E.	16 2½	5 10½	15	1,710	2,661 10 0	—
Straight Eight ...	8–5,460	4	150	5,900	I.C.	½-E.	18 6	6 1½	20	3,570	5,554 16 8	—
DELLOW Mark II 2-str.	4–1,172	3	31	1,288	Tr.	C.	11 5	4 7	15	448	698 7 8	—
Mark III tourer ...	4–1,172	3	31	1,372	Tr.	C.	11 11	4 9	9	498	776 3 4	—
FORD Anglia ...	4–933	3	23.4	1,636	Tr.	Tr.	12 8½	4 8½	7	313	489 3 4	18/11/49
Prefect	4–1,172	3	30.1	1,808	Tr.	Tr.	12 11½	4 8½	7	10/- 370	577 16 8	23/1/48
Consul	4–1,508	3	47	2,262	I.C.	½-E.	13 6½	5 4	9	10/- 470	732 12 3	13/4/51
Zephyr	6–2,262	3	68	2,447	I.C.	½-E.	14 3½	5 4	9	532	829 1 1	23/11/51
FRAZER-NASH												
Le Mans, Mark II ...	6–1,971	4	132	1,400	I.Tr.	Tor.	12 3	3 2	15	2,000	3,112 12 3	—
Mille Miglia	6–1,971	4	125	1,876	I.Tr.	Tor.	12 6	4 8	17	2,250	3,501 10 0	—
Targa Florio 2-str. ...	6–1,971	4	132	1,848	I.Tr.	Tor.	12 6	4 8	12	1,950	3,034 16 8	2/1/53
HEALEY Tickford ...	4–2,443	4	106	2,800	I.C.	C.	14 6	5 5	16	1,218	1,896 3 4	14/3/52
Abbott coupé	4–2,443	4	106	2,800	I.C.	C.	14 6	5 5	16	1 268	1,973 18 10	—
3-litre sports coupé ...	6–2,993	4	106	2,576	I.C.	C.	14 2	5 5	16	1,400	2,179 5 7	2/5/52
100 2-str.	4–2,662	4	90	1,960	I.C.	½-E.	12 2	5 0	10½	850	1,323 14 5	—
Nash-Healey (OD) ...	6–4,138	4	135	2,800	I.C.	C.	13 11	5 3	16	Export only		—
HILLMAN MINX ...	4–1,265	4	37.5	1,995	I.C.	½-E.	13 1½	5 2	7½	470	732 12 3	2/12/49
Coupé	4–1,265	4	37.5	2,016	I.C.	½-E.	13 1½	5 2	7½	510	794 16 8	21/12/51

Make and Model	No. of Cyls. and Capacity	Gears	B.H.P.	Weight (Dry)	Suspension F.	Suspension R.	Overall Length	Overall Width	Tank Capacity	List Price	British Total with P.T.	Latest Road Test
	c.c.			lb.			ft. in.	ft. in.	Gal.	£	£ s. d.	
H.R.G. 1100 2-str. ...	4–1,074	4	44	1,512	½-E.	½-E.	11 10½	4 7	10	820	1,277 1 2	—
1500 sports	4–1,496	4	65	1,624	½-E.	½-E.	12 0	4 7	10	895	1,393 14 6	3/12/48
HUMBER Hawk ...	4–2,267	4	58	2,821	I.C.	½-E.	15 0½	5 10	10	725	1,129 5 7	29/12/50
Super Snipe ...	6–4,139	4	113	3,873	I.C.	½-E.	16 5	6 1½	15	1,045	1,627 1 1	—
Pullman limousine ...	6–4,086	4	100	4,445	I.Tr.	½-E.	17 7½	6 2½	15	1,395	2,171 10 0	4/7/52
Imperial	6–4,086	4	100	4,445	I.Tr.	½-E.	17 7½	6 2½	15	1,395	2,171 10 0	21/10/49
JAGUAR Mark VII ...	6–3,442	4	160	3,700	I.Tor.	½-E.	16 4½	6 1	17	1,140	1,774 16 8	25/4/52
XK120 sports ...	6–3,442	4	160	2,750	I.Tor.	½-E.	14 5½	5 2	15	1,130	1,759 5 7	14/4/50
XK120 F.H. coupé ...	6–3,442	4	160	2,860	I.Tor.	½-E.	14 5½	5 2	15	1,140	1,774 16 8	17/10/52
XK120C 2-str. ...	6–3,442	4	200	2,150	I.Tor.	Tor.	13 1	5 4½	40	1,495	2,327 1 1	—
JENSEN Interceptor (OD)	6–3,993	5	130	3,024	I.C.	½-E.	15 8	5 6	13	1,700	2,645 18 10	7/9/51
Cabriolet (OD) ...	6–3,993	5	130	3,024	I.C.	½-E.	16 8	5 6	13	1,700	2,645 18 10	—
JOWETT Javelin ...	4–1,486	4	52.5	2,168	I.Tor.	Tor.	14 0	5 1	8	695	1,082 12 3	29/6/51
Jupiter convertible ...	4–1,486	4	62.5	1,895	I.Tor.	Tor.	14 0	5 2	10	825	1,320 16 8	1/12/50
Jupiter Mark IA ...	4–1,486	4	62.5	1,895	I.Tor.	Tor.	14 0	5 2	10	895	1,393 14 5	9/1/53
LAGONDA Mark II ...	6–2,580	4	105	3,248	I.C.	I.Tor.	15 8	5 8	19	1,925	2,995 18 11	11/11/49
D.H. coupé	6–2,580	4	105	3,248	I.C.	I.Tor.	15 8	5 8	19	1,900	2,957 1 1	2/3/51
LANCHESTER 14 ...	4–1,968	4	60	3,100	I.Tor.	½-E.	14 8	5 5½	15	985	1,533 14 5	—
Convertible ...	4–1,968	4	60	3,100	I.Tor.	½-E.	14 8	5 5½	15	1,050	1,634 16 8	—
LEA-FRANCIS 14 ...	4–1,767	4	65	2,910	I.Tor.	½-E.	15 1	5 4	11	1,130	1,759 5 6	—
Eighteen	4–2,496	4	95	3,020	I.Tor.	½-E.	15 1	5 4	15	1,380	2,148 3 4	—
2½-litre sports ...	4–2,498	4	100	2,570	I.Tor.	½-E.	13 9	5 3	15	1,240	1,930 7 9	9/7/48
MARAUDER 3-str.	6–2,103	4	80	2,575	I.C.	½-E.	13 10	5 6	11½	1,250	2,001 10 0	22/6/51
M.G. TD Midget ...	4–1,250	4	54.4	2,072	I.C.	½-E.	12 1	4 10⅝	12½	530	825 18 11	20/1/50
1½-litre, Series YB ...	4–1,250	4	46	2,296	I.C.	½-E.	13 8	4 11	8	635	989 5 6	11/4/52
MORGAN 2-str. ...	4–2,088	4	68	1,680	I.C.	½-E.	11 8	4 8	11	565	880 7 9	—
Four-seater	4–2,088	4	68	1,736	I.C.	½-E.	11 8	4 8	10	580	903 14 6	—
Coupé	4–2,088	4	68	1,848	I.C.	½-E.	11 8	4 8	11	620	965 18 10	27/4/51
MORRIS Minor MM ...	4–919	4	27.5	1,680	I.Tor.	½-E.	12 4	5 1	5	373	581 14 6	26/11/48
Tourer	4–919	4	27.5	1,680	I.Tor.	½-E.	12 4	5 1	5	373	581 14 6	30/6/50
Minor Series II ...	4–800	4	30	1,680	I.Tor.	½-E.	12 4	5 1	5	405	631 10 0	28/11/52
Oxford	4–1,477	4	41	2,408	I.Tor.	½-E.	13 11	5 5	9	510	794 16 8	25/8/50
Six	6–2,215	4	70	2,812	I.Tor.	½-E.	14 9	5 6	12	640	997 1 1	28/4/50
RENAULT 750 ...	4–748	3	21	1,232	I.C.	I.C.	11 10	4 8½	6	445	704 12 0	10/2/50
De Luxe	4–748	3	21	1,232	I.C.	I.C.	11 10	4 8½	6	470	744 2 0	—
RILEY 1½-litre ...	4–1,496	4	55	2,912	I.Tor.	½-E.	14 11	5 3½	12½	860	1,339 5 6	10/10/47
2½-litre	4–2,443	4	100	3,248	I.Tor.	½-E.	15 6	5 3½	12½	1,055	1,642 12 2	26/12/52
ROLLS-ROYCE ...												
Silver Wraith chassis	6–4,566	4	—	—	I.C.	½-E.	—	—	18	2,345	3,649 5 7	—
Silver Dawn	6–4,566	4	—	—	I.C.	½-E.	16 7½	5 11	18	Export only		—
ROVER 75	6–2,103	4	75	3,200	I.C.	½-E.	14 10½	5 5½	11½	955	1,487 1 2	15/8/52
SINGER Roadster ...	4–1,497	4	48	1,848	I.C.	½-E.	12 7½	4 10	7	810	519 15 0	28/8/51
S.M. 1500	4–1,497	4	48	2,604	I.C.	½-E.	14 8½	5 3	10	1,095	702 19 4	16/5/52
STANDARD Vanguard	4–2,088	3	68	2,625	I.C.	½-E.	13 10	5 9	15	590	919 5 7	25/1/52
SUNBEAM-T'BOT 90	4–2,267	4	70	2,856	I.C.	½-E.	13 11½	5 2½	10	865	1,347 1 1	23/2/51
Convertible ...	4–2,267	4	70	2,856	I.C.	½-E.	13 11½	5 2½	10	895	1,393 14 5	—
TRIUMPH Mayflower	4–1,247	3	38	2,051	I.C.	½-E.	12 10	5 2	10	450	701 10 0	5/1/51
Renown	4–2,088	3	68	2,835	I.C.	½-E.	15 1	5 4	14	925	1,440 7 9	24/2/50
Sports	4–1,991	4	75	1,640	I.C.	½-E.	11 9	4 7½	12	555	864 16 8	—
VAUXHALL Wyvern	4–1,507	3	40	2,205	I.C.	½-E.	14 4½	5 7½	11	495	771 10 0	8/8/52
Velox	6–2,262	3	64	2,315	I.C.	½-E.	14 4½	5 7½	11	535	833 14 5	13/6/52
WOLSELEY												
Four-Forty Four ...	4–1,250	4	—	2,520	I.Tor.	½-E.	14 5	5 1	9½	640	997 1 1	—
Four-Fifty	4–1,476	4	—	2,660	I.Tor.	½-E.	14 2	5 6	9	660	1,028 3 4	25/5/51
Six-Eighty	6–2,215	4	—	2,884	I.Tor.	½-E.	14 9	5 6	12	720	1,121 10 0	20/6/52

Key—E = Elliptic. I = Independent. C = Coil. Tor = Torsion Bar. Tr = Transverse. D.D. = De Dion rear axle. OD = Overdrive.

No. 1488: RENAULT FRÉGATE GRANDE LUXE SALOON

The rearward slope of the front wings below the head lamps is a feature of the Frégate's tunnel-tested shape. The chromium flashes on the front wings and grit guards on the rear wings distinguish the grande luxe series.

The Autocar ROAD TESTS

PROTOTYPES of the Renault Frégate, first publicly revealed in Paris at the end of 1950, showed it to be an attractive addition to the ranks of medium-sized European family cars. Its four-cylinder 2-litre engine seemed only modestly stressed at the quoted output of 56 b.h.p. and the lines of the unit construction saloon body had been developed in the wind tunnel to reduce air resistance as low as possible without making the appearance freakish. Finally, the car came into line with current European thought by the employment of a geared-up fourth speed and the use of independent suspension for all four wheels.

Since that time, the Frégate has undergone a process of development and improvement, and is now in production at the rate of 100 a day at a well-equipped new factory at Flins, south-west of Paris. It cannot yet be bought on the British market, but by courtesy of the nationalized Renault organization in Paris, it has been possible to obtain extensive experience with two examples over a total of nearly 4,000 miles in France, Spain and Portugal.

Efficient Shape

On long Continental main roads, the Frégate cruises nicely at 65-70 m.p.h. on its geared-up top speed, with scarcely any mechanical noise, and a remarkable absence of wind noise, bearing witness to the efficiency of its body shape. It gives the quiet effortless sensation which comes of low engine revolutions, and is capable of taking main road hills in its stride on a full load without changing down. Third speed, which is quiet in action over almost its whole range, is used in traffic and on winding roads. It gives good acceleration away from corners, even with a full load, and speeds of 45-50 m.p.h. can be held without feeling that the engine is being pressed. At higher speeds on this gear there is some noise from under the bonnet; it seems to come more from the fan than from the engine itself. The gear change, which has a clean, crisp action, is arranged to give a straight to-and-fro movement between second and third, the fourth speed being engaged for main road cruising by a separate movement of the lever through the gate in the way now employed on several French cars. The synchromesh is normally effective, but a change can be crashed if the lever is moved very quickly.

Independent rear suspension is now well on the way to becoming conventional practice on European Continental cars, but it is still sufficient of a novelty in Britain and America for motorists to be particularly interested in its effect on the behaviour of cars so equipped. Faced with the conflicting claims of road holding and soft riding, the Renault designers have held the balance in favour of stability and good handling qualities. The ride is good and very steady, but the range of spring travel movement seems slightly limited by current standards and there is a tendency to firmness, with a certain amount of quick vertical movement over rough surfaces, particularly at low speeds. Severe potholes are both felt and heard. On the other hand, it must be recorded that one car was used continuously for 36 hours, with stops only for meals. During this time over 1,200 miles were covered, and no particular bodily fatigue was experienced by the occupants.

The suspension is well damped and very little roll is experienced on fast corners, anti-roll bars being fitted at both front and rear. The steering is light and free from road shock, but seems rather dead and has no strong directional "feel." Recent models have been modified to increase the caster action, but it is still necessary to pull the wheel back after turning a sharp corner, and this can become irksome after long hours of driving on winding mountain roads. These characteristics may lead a driver new to the car to begin sawing at the wheel on the straight, but it is not necessary; the car really holds its course well even in a gusty wind. The independent rear suspension produces no noticeable tendency to oversteer, the car is exceptionally stable when cornering fast, and there are none of the little lateral jerks noticeable in the rear seats of some earlier cars fitted with i.r.s.

The benefits of the suspension system are particularly noticeable when driving on ice and snow, or other slippery surfaces. There is a marked disinclination of the rear wheels

Despite the low build, the use of independent rear suspension permits the propeller-shaft tunnel to be very short. Folding arm rests are provided at front and rear and there are flexible pulls on all doors.

Twin fog lamps are provided and alongside them are the combined side lamps and flashing direction indicators. The bonnet line dips down to wing level at the nose of the car. The big curved rear window blends with the flowing lines at the rear. Parking lamps are incorporated in the waist moulding, the tail lamps, stop lamps and flashing indicators being built into the rear wings.

ROAD TEST . . . . continued

to spin, and it was possible to stop and restart repeatedly, with considerable ease, on snowbound mountain roads where other cars were in difficulties. On slippery corners the car holds its course remarkably well and seems to offer a margin of safety that would be particularly helpful to drivers of limited skill when faced with severe weather conditions.

A generous lining area gives the brakes a good reserve of power for emergencies, and no sign of fade was observed after continuous hard use. The best results are obtained with quite a light pressure on the pedal, as excessive pressure locks all four wheels and increases the stopping distance. The under-facia hand brake lever is both robust and effective, but it is rather easy to trap the fingers between the lever and the body trim under the scuttle when releasing the brake.

Steering wheel and pedals are generally well arranged to give a good driving position and the bench type front seat is easily adjusted, being spring loaded in the forward direction. The screen pillars are fairly thick, but the curved screen itself is wide and the pillars are not noticed as an obstruction in normal driving. The low bonnet line allows a good view across the front of the car and the large rear window assists in manœuvring in parking places. The doors, all hinged on their forward edges, give easy access to all the seats, and the upholstery, in cloth proves very comfortable on long runs. There is generous room for four people, large folding arm rests being provided in the centre of the bench type seats at front and rear, and for moderate distances five or six people can be carried without discomfort.

A slight amount of gear noise is audible at low speeds in third and fourth speeds, and slight propeller-shaft vibration on the overrun is transmitted to the body structure. On *pavé* and other rough surfaces some road noise is conducted through the bodywork, but it is no more than the average for unit construction cars, and, as usual, seems to vary with the tyres in use.

Equipment is comprehensive and well planned. Under the steering wheel is a finger-tip lever which is rotated to switch on and dip the lights. The dimmed head light position is obtained by two consecutive clicks of the lever, so that the driver is protected against switching the head lights out by turning the lever the wrong way when wishing to obtain the full head lamp beam. Endwise pressure on the same lever works the town horn and there is a half horn ring on the steering wheel, which operates powerful twin horns for the open road.

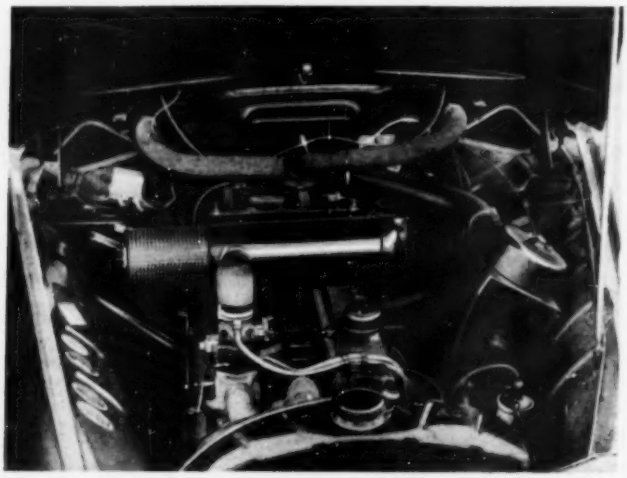
Adequate Light

The head lamps give a good beam, adequate to the car's performance, and are supplemented by twin fog lamps. On the steering column is a combined ignition and steering lock, with an intermediate position which allows the steering to be left free for parking in garages. Facia equipment includes a cigarette lighter with thermostatic switch, and ash trays are provided at front and rear. Self-cancelling direction indicators are controlled by a finger-tip lever under the steering wheel and when they are in use warning arrows glow on the instrument panel. Instruments comprise a speedometer with total and trip mileage recorders, fuel gauge, ammeter, clock, oil pressure gauge and radiator thermometer.

Interior lamps on the centre door pillars have switches which enable the lights to be controlled by the occupants or switched on automatically when the doors are opened. A comprehensive and efficient heating and ventilation system is included as standard and has a very simple control

Although not as large as is obtained with a few cars of less rounded contour, the luggage locker provides a good, unobstructed space ; the larger tools are clipped neatly to the wheel arches. The lid is controlled by an external lock.

Carburettor, valve gear, coil, and distributor are all readily accessible. On the right in the illustration is the heater unit taking air from the front of the car and delivering it to the interior or to the demister slots, or both.



system operated by two buttons on the facia. One button controlling the fan has three positions, which enable the air to be directed to the screen, the screen and interior, or to the interior only, and the second is a push-pull control regulating the flow of water through the heat exchanger.

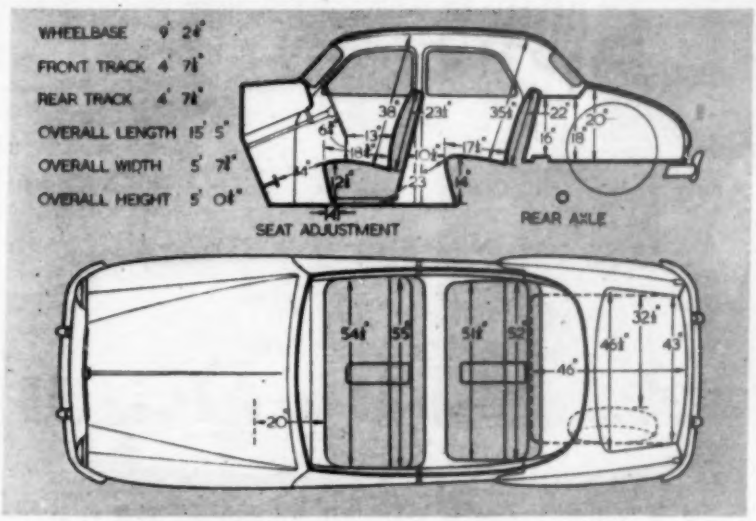
Despite the low build of the car, the use of independent suspension permits the use of an almost completely flat floor, broken only by a small hump at the centre of the front compartment over the gear box. Interior equipment includes twin vizors, and a reversible anti-dazzle mirror. There is a big glove box with lid in one side of the facia and in the centre is a second compartment which can be occupied by a radio set.

Under the bonnet the dynamo, distributor, carburettor and dipstick are all accessible, and the electrical junctions are prominently arranged. One point noted in connection with general maintenance is the unusually high number of chassis points requiring periodical attention with the grease gun. There are at least 29 nipples on the suspension and steering assemblies.

Very cold weather was experienced during the test period, but the engine started readily and warmed up rapidly. The cooling system includes a thermostat and there is a radiator blind controlled from the driving seat, which greatly assists in maintaining an efficient engine temperature. Should this be forgotten, a red light glows on the facia thermometer when the coolant temperature reaches 95 deg C.

In general, the Frégate at its present stage of development represents a harmonious ensemble of desirable qualities. It is robust, well equipped and has enough performance for most people. It handles nicely and is capable of covering long distances without effort on a moderate consumption of fuel. It is potentially a strong French asset in the competition for export sales.

RENAULT FRÉGATE SALOON



Measurements in these ¼in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

PERFORMANCE

ACCELERATION: from constant speeds. Speed, Gear Ratios and time in sec.

M.P.H.	4.08 to 1	5.63 to 1	8.35 to 1	15.45 to 1
10—30	13.5	8.5	6.1	—
20—40	13.0	8.8	6.8	—
30—50	13.2	10.1	—	—
40—60	17.2	14.4	—	—
50—70	21.2	—	—	—

From rest through gears to:

M.P.H.	sec.
30	7.6
50	17.8
60	28.8

Standing quarter mile, 23.6 sec.

SPEED ON GEARS:

Gear		M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	(mean)	77	123.9
	(best)	79	127.1
3rd		46—62	74—100
2nd		30—42	48—68
1st		15—20	24—32

TRACTIVE RESISTANCE: 30 lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	150	1 in 15
Third	228	1 in 9¾
Second	320	1 in 7

BRAKES:

Efficiency	Pedal Pressure (lb)
83 per cent	60
80 per cent	40

FUEL CONSUMPTION:
23.7 m.p.g. overall for 2,650 miles. (11.9 litres per 100 km).
Approximate normal range 22–28 m.p.g. (12.8–10.0 litres per 100 km.).
Fuel, French *Supercarburant*.

WEATHER: Cold, dry, with 15 m.p.h. cross wind.
Air temperature 41 degrees F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.
Model described in *The Autocar* of December 1, 1950.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	70	80
True speed	9	18	27.5	36.8	46	55.5	65	74.5

DATA

PRICE (basic), with saloon body, 899,000 French francs (=£916); not available in Great Britain.
Extras: White wall tyres 8,500 francs.
Heater, standard.

ENGINE: Capacity: 1,996 c.c. (121.9 cu in).
Number of cylinders: 4.
Bore and stroke: 85 × 88 mm (3.34 × 3.46in).
Valve gear: O.H.V., push rods.
Compression ratio: 6.6 to 1.
B.H.P.: 56.2 at 4,000 r.p.m. (B.H.P. per ton laden 38.1).
Torque: 96.5 lb ft at 2,300 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 18.5.

WEIGHT (with 5 gals fuel), 25.9 cwt (2,890 lb).
Weight distribution (per cent): 54.2 F; 45.8 R.
Laden as tested: 29.5 cwt (3,304 lb).
Lb per c.c. (laden): 1.65.

BRAKES: Type: F, Bendix leading and trailing shoe. R, Bendix leading and trailing shoe.
Method of operation: F, Lockheed hydraulic. R, Lockheed hydraulic.
Drum dimensions: F, 11in diameter, 2.55in wide. R, 11in diameter, 1.96in wide.
Lining area: F, 112 sq in. R, 82 sq in. (131.5 sq in per ton laden).

TYRES: 165 × 400 mm.
Pressures (lb per sq in): 21-22 F; 21-24 R.

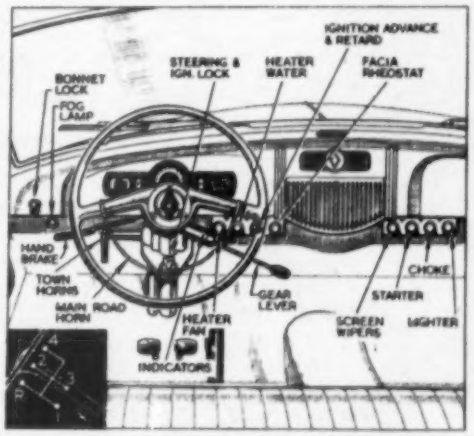
TANK CAPACITY: 13 Imperial gallons.
Oil sump, 7 pints.
Cooling system, 15 pints.

TURNING CIRCLE: 32ft 9in (L and R).
Steering wheel turns (lock to lock): 2¼.

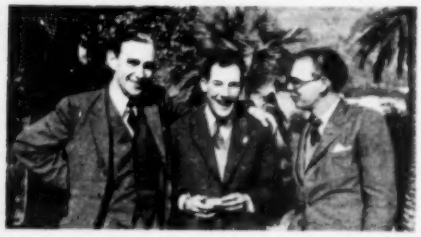
DIMENSIONS: Wheelbase 9ft 2¼in.
Track: 4ft 7½in (F); 4ft 7½in (R).
Length (overall): 15ft 5in.
Height: 5ft 0½in.
Width: 5ft 7½in.
Ground clearance: 6½in.
Frontal area: 20.9 sq ft (approx.).

ELECTRICAL SYSTEM: 6-volt. 90 ampère-hour battery.
Head lights: Double dip, 36-45 watt.

SUSPENSION: Front, independent; coil springs, double wishbones, telescopic dampers and anti-roll bar.
Rear, independent; coil springs, single trailing wishbones, telescopic dampers and anti-roll bar.



(Left) The Sunbeam-Talbot, number 318, leaves the start at Monte Carlo in the glare of flash bulbs. (Below) The crew before the start: J. A. C., Stirling Moss and D. J. Scannell.



Well, We

THE 1953 MONTE CARLO RALLY, FROM A

TOWARDS the end of last year the time once more came round to make all the necessary preparations for the January classic, the famous Monte Carlo Rally. So quickly had the intervening months slipped by that it seemed almost no time at all since the 1952 edition, which had been particularly memorable for Stirling Moss, Desmond Scannell and myself, as we had finished in second place, only narrowly missing an outright victory. Naturally, we were all more than keen to have another go, and as we had succeeded in avoiding any serious quarrels amongst ourselves on the previous occasion, we had no hesitation in teaming up again for this year.

Once more we found ourselves included in the official Sunbeam-Talbot entry. There were to be two complete teams of three cars each, of which the first consisted of our car, together with those of A. G. Imhof (with Raymond Baxter and Dr. Ian Pearce) and Leslie Johnson (with David Humphrey and John Eason-Gibson). The second team was made up of the cars driven by George Hartwell, Sheila Van Damm and John Fitch, and both these teams were duly entered for the principal team award, the *Challenge Charles Faroux*.

The cars were, of course, all identical except in detail fittings; they were to be Sunbeam-Talbot 90 saloons of the latest type, the Mark 2A. We were asked what we would like in the way of special fittings, and naturally our previous run had been invaluable to us in this connection. Actually, we were all agreed that you can have too many gadgets, and after much discussion we finally settled on the following specification. The driver was to have a true bucket seat, to hold him in place on corners; the front passenger was to have a more normal and heavily upholstered seat with a side piece (to prevent his sliding across the car), and a folding back with a detachable head-rest (to enable him to sleep when navigation was not essential).

The third member of the crew could be completely curtained off in the back, and the provision of a stool with upholstered top behind the driving seat allowed him to lie on his left side, jack-knife fashion, with his feet on the stool and his head on a pillow on the left-side arm-rest; it is surprising how comfortable this arrangement is, and how easy it proves, once tired, to sleep for hours at a time in this one position. Other fittings which might be described as purely for comfort included two fitted vacuum flasks.

Lighting Arrangements

In addition to the normal Lucas head lamps, the car was fitted with two flat-topped-beam fog lamps and one powerful driving lamp of the so-called "flame-thrower" variety, also of Lucas origin, all provided with detachable hoods, while a swivelling, signpost-spotting, Marchal Girofar plastic spot lamp was attached to the inside of the windscreen. Two-pin sockets in the facia provided the supply for a map-reading light and Moss' 12-volt electric razor (which, however, blew up when faced with my beard on the last day of the rally!). The car had as part of its standard equipment a really powerful heater, the entire output from which could be deflected on to the inside of the screen when desired; but in addition we fitted two strip-type Lucas defrosters, while hot-air exit louvres were cut in the rear end of the bonnet. An adjustable Perspex blanking strip was fitted to the

radiator, to assist in maintaining the whole cooling system at an efficient temperature.

There was a good deal of discussion as to the best type of "bug (and snow) deflector" to fit to the bonnet top; finally, just before we left England, Giulio Ramponi made up and fitted a largish flat Perspex version, positioned (by guesswork) well forward. Although we had no heavy snowfall to contend with, its efficiency was proved by the fact that, once it was fitted, the jets from the Lucas screen-spray nozzles (some fifteen inches from the screen) refused to squirt normally at above about 35 m.p.h., but diffused into a kind of upward spray and even went forwards upon occasion!

Tyres and Chains

As we had been greatly impressed by the Swiss Pallas snow tyres which we had used on the rear wheels in 1952, we decided this year to fit them all round, and to carry two spare wheels similarly equipped (one in the luggage locker and one on the roof rack), the last two to be ready fitted with chains; if necessary the chains could be removed in a few seconds should the wheels be required without them. Also in the locker were a rope, a spade, a large hydraulic socket jack and a small ditto of the "under-axle" variety, the unditching gear and various boxes of spares; a spare coil, however, was ready fitted and wired beneath the bonnet. For the navigator we carried a fitted box of the appropriate Michelin maps and my small travelling clock with surrounding mileage rings for the 50 and 65 k.p.h. average speeds; the car was fitted with an as accurate as possible kilometre speedometer. The trip was set back to zero, and the hands of the clock were returned to 12 o'clock, as we left each control.

We proposed to leave England (flying from Lympne to

Tried . . . .

COMPETITOR'S STANDPOINT

By . . . . J. A. Cooper

Le Touquet by Silver City Airways) on Wednesday, January 14, and to do a "dummy run" over the route from Paris onwards on our way down to our starting point at Monte Carlo. But alas! the best-laid plans of Moss and men gang aft agley, and Stirling went down with influenza (fortunately of the short and sharp kind) on the Tuesday night. So it was left to Desmond and myself to set off on the Wednesday morning, and when we got to Lympne it was to discover that, owing to slightly foggy conditions, flying was out of the question. This was a great disappointment to the concourse of Press and ciné-cameramen who had assembled to see the young British racing ace take off by aircraft for the Continent: no ace and no aircraft! Nor did they seem interested in the remaining two undistinguished types embarking in a prosaic manner on the *Canterbury* at Folkestone an hour or two later!

Unditching Practice

This rather disrupted our time schedules, but the run down south went well, nevertheless. It was, as last year, extended to include a comprehensive "recce" of the various routes between Le Puy and Valence, and—again as last year—it was in this area, while cutting through from one route to another, that we ditched the car—just for practice, of course. Last year Stirling put it in, and some oxen pulled it out; this year I was to blame, and we started to practise

D. J. S., with French assistance, anchors the winch of the unditching gear during some unforeseen pre-rally practice.

unditching. But before we had moved the car more than a couple of feet some enormous lorries appeared, and whisked us out without more ado.

So, on the Friday afternoon, we arrived at Nice in time to meet a recovered Moss at the airport, and so on to Monte Carlo. The next day or two were spent in refreshing our memory concerning the regularity test circuit, and in pinpointing the controls and suitable approach landmarks thereon. As, this year, there was no secret check, it was no longer necessary to attempt to maintain the exact average speed throughout; however, we were agreed that to get too much time in hand and stop before reaching the vicinity of the next control was not a good thing, as it tended to destroy the steady rhythm of a set speed. Therefore, we concentrated on getting a minute in hand—where possible—and gradually tapering it off during the kilometre or two before each control point. Should the average speed required have been fixed at 50 k.p.h. (the maximum possible), it would have been difficult to achieve this speed on the third section, which included the ascent of the Col de Braus itself; but a trial run led us to believe that Stirling could manage it if necessary. However, the immediate subsequent discovery of oil in the rear brake drums, with the concomitant change of the rear axle oil seals by Jimmy and Jerry, the two cheerful and ever-helpful Rootes mechanics, decided us against further experiments in this direction—at least before "der Tag."

Of the rally itself enough has been written already. Suffice it to say that we had a fairly uneventful run, with occasional ice, hard-packed snow, and fog, but never enough of any or all of these to endanger our schedules. The sole major

The long, straight roads of France : the road along the valley of the Drôme, between Valence and Gap, was packed with rutted snow during the pre-rally week.

Well, We Tried . . . .

overhaul which we had to carry out en route was to change one head lamp bulb; we took the top road between Le Puy and Valence (through Yssingueaux-Montfaucon-Bourg Argental) and had no difficulty; and the Rootes organization looked after us in places like Brussels and Paris with its customary efficiency.

The following day, Saturday, saw the acceleration and braking test, which was to decide whether or not the unpenalized competitor would take part in the regularity test on Sunday. Fortunately for us, Stirling put up an impeccable performance, recording 23.2 seconds, and we were in! And so we set off on the Sunday morning, finding ourselves faced with a 47 k.p.h. average speed to maintain, and running fairly late in the entry. Now, Desmond had gone to great trouble to work out our accurate time of arrival at many different points on each section, for the eleven different average speeds available, and had produced eleven "route cards," one for each speed. So it only remained to select the correct card, wind up the watches, and await the starter's signal. At the start of each section Moss drove fairly rapidly until informed by Scannell that

Prince Lanza di Trabia, who drove an Alfa Romeo 1900 in the rally, and Prof. Piero Farnè, chief Press officer to Alfa Romeo, talk with Stirling Moss before the start of the regularity test.

he was (say) a minute early; towards the end of the section Desmond "counted him down" to one or more landmarks, the green flag denoting the 200-metre mark from the control, and finally the control itself. As we passed the latter, I started a second watch (and also took a check of the overall time on a constantly running third watch), and then passed the second watch to Scannell in exchange for the first one, resetting the latter ready for the next section.

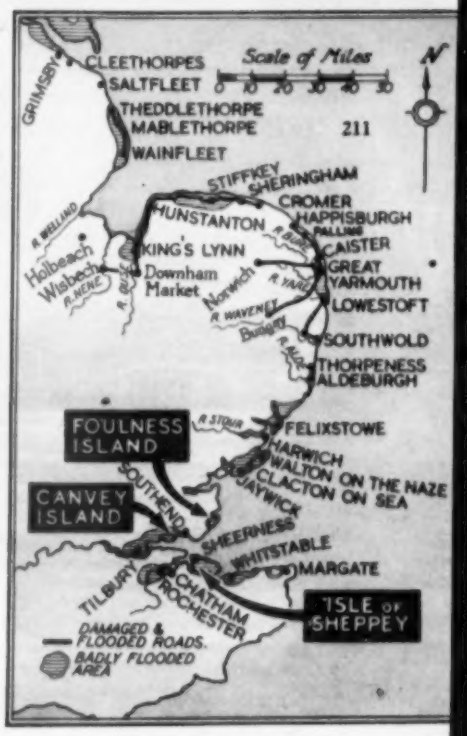
Well, it all seemed to work very well, although Scannell (who had the nerve-wracking part of the job) was damp with sweat and exhausted by nervous tension at the end. But, as the results showed, it wasn't quite good enough, and we had to be content with sixth place; but we did find that our team had won the Faroux trophy, which was a great consolation. And when it was all over, we almost started another rally of our own. As Desmond was in a hurry to get back, he and I set off from Monte Carlo at 2 a.m. on the Wednesday morning (Stirling having had to fly back earlier), tearing ourselves—or, at least myself—away from a good party which had developed at the official reception, and drove straight through to Paris, arriving there at 6.30 p.m. that evening and catching the Thursday afternoon boat.

Benefit

That was that for another year; the Sunbeam-Talbot had behaved perfectly throughout the rally and the return journey, and had confirmed our high opinion of last year's car. The new one had proved just as robust and reliable, while the steering and brakes were a definite improvement on those of the 1952 model. Who said that competition doesn't improve the breed?

(Above) The Scannell accounting system: one side of the all-important card used for timekeeping during the regularity test. This contains the first three sections, in vertical columns, and is heavily annotated with practice notes. (Right) J. A. C., Charles Faroux, D. J. S. and the Sunbeam-Talbot, together with the team prize, at the prizegiving ceremony in the old town of Monaco. Behind D. J. S. is Col. F. S. Barnes, head of the R.A.C. Competitions Department.

Mud and sand, not water, engulf this car. Servicemen, hurried to the flood area, discuss the problem of removal.



EASTERLY INVASION

THE greater part of the East Anglian coast has never been widely known to holidaymakers, though in many ways it holds as much charm as the more popular south and west coasts. Now, however, this area and the similar countryside across the North Sea in Holland have been brought forcibly and tragically to the notice of the whole nation, by the encroachment of the sea over houses, roads and valuable farmland, bringing with it destruction and distress.

To those who do not know this part of the country it is hard to visualize the incredible flatness. From the sea, except in clear weather, it is difficult to see the coastline at all. The land is flat, stretching from horizon to horizon, with few features; a great deal of the coast is fringed by seemingly limitless miles of mudflats and salt marshes, cut up by gleaming creeks and sandbanks. There is no line of demarcation where the sea ends and the land begins, except, in some places, a sea wall, pathetically inadequate as many of which have proved to be.

It is not possible to give a clear picture of the road conditions over the 500 miles of coastline, as it is changing from day to day. In general, roads have suffered more from silting, which is comparatively easy to remove, than from destruction of their surfaces. In many places the silt was deposited to a depth of over four feet and, as the flood waters receded, they left the silt in ripples with the roofs of part-hidden cars showing like rocks on the beach at low water.

Salt Water Blanket

Communications in Lincolnshire have been badly affected; between Great Grimsby and Wainfleet all the roads leading to the sea were submerged. Though the flooding lasted longer than at many places, the road surfaces are not damaged. In Norfolk, the Wisbech-Downham Market-King's Lynn road has been damaged and there is heavy silting; at Nordelph the road has subsided. Along the north coast, from King's Lynn to Cromer, the sea swept across the great marshes and flooded and damaged the roads, leaving heavy deposits of silt.

Radiating from Great Yarmouth, the coast road to Lessingham and those running inland to Norwich and Bungay were under a foot of water and for some time were open only to essential traffic. Between Lowestoft and Blythborough only single-line traffic, running on the crown of the road, was allowed, and the Blythborough-Southwold stretch is unsafe. Along the Suffolk and Essex coasts from Thorpeness through Aldeburgh, Felixstowe, Harwich and Walton-on-the-Naze, down to tragic Jaywick, the story is the same, of flooded streets, towns and villages, and roads open only to essential traffic. Here, however, the damage to roads is not great and it should not be long before they are open.

Sheerness, Thanet, Canvey . . . little need be said about these places on London's door-step where the full force of the flooding has been felt. In many places it is not yet known how long the disorganization of road transport will last. The pathetic stories of families living in these areas are now widely known and serious though the disorder of road transport is, it cannot compare with the loss of life in this country and Holland.

With the breakdown in normal communications, the radio controlled A.A. breakdown vans were able to render a very great service in flooded areas. Right: A heartening feature of the tragedy of the floods has been the international neighbourliness. While Britain helped Holland, the Americans in Britain helped Britain. Here are American troops salvaging cars in Norfolk.

Buick's two-door Roadmaster Riviera is powered by the new overhead-valve V-eight engine which develops 188 b.h.p. Power-assisted braking is used.

DETROIT NOTEBOOK

Detroit, Michigan.

THE American automobile industry's "horsepower race," referred to in *The Autocar*, is now under way. Lincoln, temporarily out in front with its 205 b.h.p. engine, dropped into second slot when the 1953 210 b.h.p. Cadillac was unveiled in New York at General Motors' Waldorf-Astoria preview of new models, but Cadillac's lead will be short lived, and, in the not-too-distant future, Chrysler is destined to surge ahead. Its very potent Fire Power unit is expected to reach 220 b.h.p. this month or next. The boost of 40 b.h.p. will be accomplished with a four-throated carburettor, a new head, higher compression and larger valves.

Where this current policy will end nobody in Detroit is able to predict, for, in view of the fact that Chrysler has souped up a stock engine to 404 b.h.p. for a race car, there would seem to be no theoretical limit to the power which can be offered the average American driver. During that race car experiment, Chrysler engineers pointed out that they achieved the same results on a dynamometer using a four-barrelled carburettor as they did at Indianapolis with a fuel-injection system.

Not only will the high-priced lines be in a horse power stratosphere during 1953, but the so-called medium-range cars also will be powered by engines once thought to be usable only for competitive purposes. Close to 200 b.h.p. are Buick, Oldsmobile and Packard; while De Soto, Dodge and Hudson (in some lines) are 140 b.h.p. or better. With Mercury, Nash, Plymouth, Studebaker, Pontiac, Ford and Chevrolet only slightly below this figure, there are only two American production cars claiming less than 100 b.h.p.

Throughout the industry, souping-up experiments are being carried on daily. For example, Dodge's new V-eight is supposed to be turning out 240 b.h.p. at the Chrysler Engineering laboratories, and Chevrolet has a 150-plus b.h.p. special ready to present to the public as a showpiece. On the sports convertible, presented at G.M.'s New York preview, engine features include three side-draught carburettors, a special camshaft, plus major modifications in exhaust and intake systems.

New Style Trends

Detroit's car designer's have discovered a new styling treatment which is capturing public imagination much as did the "hard-top convertibles" shortly after the war. Borrowed from the high-performance European sports cars which have invaded America in swiftly increasing numbers, and adapted to regular production chassis, the latest style trend is the "sports convertible." Although not sports cars in the strict competitive sense, the new body styles *are* qualifying as good custom creations. Initiated by Buick last fall when the Skylark was introduced, the trend is expected to affect *every* company before this year is out.

As they are unveiled with appropriate fanfare, each of these cars will have certain basic characteristics. They will all be convertibles, will all feature wire wheels, will be equipped with the luxury extras currently available such as power brakes and power steering, will be relatively high-priced, and will be destined at the outset to satisfy a growing American demand for sporty, prestige-type cars.

Air Conditioning for Buick

Among numerous optional accessories offered for 1953 is air conditioning. In the General Motors family, Buick, Olds and Cadillac have it available. Chrysler is expected to present a unit before summer, and other firms are known to be experimenting.

Buick's "draught-proof" system, offered on the two-door Riviera and four-door sedan in both the Roadmaster and Super series, has a capacity of 32 average-size household refrigerators when the car is travelling at 45 m.p.h., sufficient to reduce interior temperature from 105 degrees F to a comfortable level within a few minutes.

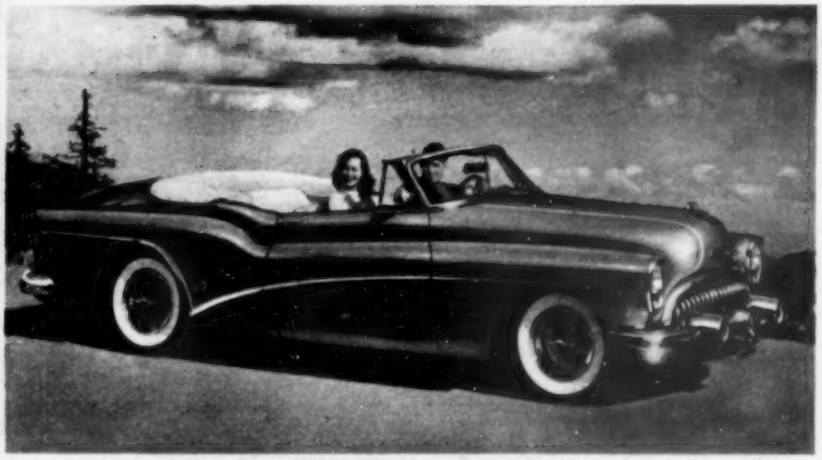
Housed on the shelf in the trunk compartment, the unit filters cool air into the passenger area through ducts above the windows. It has a capacity of over 300 cubic feet of air per minute, and gives a complete change of air every 20 seconds. Outside air drawn into the unit is cleansed of pollen and all foreign matter before reaching the interior of the car. Even tobacco smoke is filtered from the air by the device.

The air conditioner utilizes the principle of evaporation for cooling and uses the liquid commonly known as Freon-12. Evaporation of the agent occurs when heat is absorbed as air for the car passes over the unit's coils. The vapour then circulates throughout the system, eventually being transformed back into a liquid by a compressor and condenser mounted in the engine compartment. Thus, the coolant never diminishes.

The control board on the instrument panel consists of an "on" and "off" switch, thermostat, and two-speed fan switch.

Plymouth '53 Lines

Plymouth is offering the most completely changed cars in its 25-year history, but not much has been done to its dependable engine. This year's body is absolutely new from grille to tail lamps. Height has been reduced, yet passenger and luggage compartment space is enlarged. Moving the engine forward two inches and relocating rear wheel housings are responsible. Better visibility is achieved through a one-piece windscreen and a wrap-around rear window which extends into each quarter panel. Total glass area is 16 per cent up on 1952.



Power-assisted braking and steering, the new o.h.v. V-eight engine, and wire wheels are features of the Buick Skylark.

No side pillars obstruct the vision or entry to the Plymouth Belvedere Special club coupé, which has a fixed head. Below: The Custom Catalina, one of the eleven body styles produced by Pontiac.

Another innovation, on all two-door models, is the front seat which divides, not in the traditional manner at the centre, but at one-third its width to permit easier entrance and exit for rear seat passengers using the kerb side. Two persons may sit comfortably on the wider front seat portion while the remainder is tilted forward.

Plymouth's engine has been stepped up slightly to 100 b.h.p. at 3,600 r.p.m. This was accomplished by increasing compression. The time-proved six-cylinder engine has a 3¼in × 4⅜in bore and stroke (82.55 × 111.1 mm). Displacement is 217.8 cu in (3,569 c.c.), and torque is 177lb-ft at 1,200 r.p.m. Two transmissions are offered, a standard three-speed synchromesh, or standard with automatic overdrive which reduces engine speed 30 per cent.

Three Medium-priced Cars Unveiled

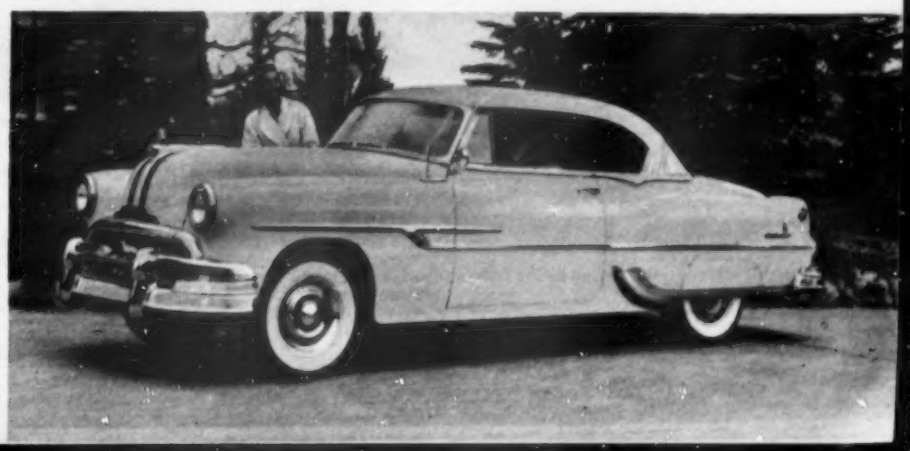
Motorists interested in medium-range cars in the U.S. have three 1953 offerings to look at—Pontiac, Mercury and De Soto. Of all these cars, Pontiac incorporates the most important styling and engineering changes, with a new body and improvements in suspension, optional power steering, and, in line with the current trend, a more powerful six-cylinder engine.

The new Pontiac bodies are distinguishable by large one-piece wrap-around rear windows, one-piece curved windscreens, high rear deck contour, and rear fin wing design.

In addition, Pontiac offers such engineering advances as modified "Curve Control" front suspension, ignition key starting, electronic head light dimmer, and improved dual-range Hydramatic transmission. As the result of a longer wheelbase—up to 122 inches—and new interior dimensions, two- and four-door sedans have approximately 2¼ inches greater rear compartment knee room. Deeper seat cushions and greater hip room have been provided. The throttle pedal has been re-positioned to provide more leg room.

"Curve Control" front suspension is claimed to improve steering and handling of the car over rough roads and curves. The new design reduces camber change owed to roll or outward thrust when negotiating a curve. Lever lengths and pivot locations in the knee action have been revised with the result that the front end geometry more effectively neutralizes the roll camber and more nearly attains to the front wheel banking action desired. Less effort is required to negotiate a turn, since the inclination of the front wheels is such that they more closely follow the curve. Other changes include tilting the front suspension approximately four degrees to the rear of vertical, which has resulted in four degrees more caster angle for the front wheels.

The in-line six-cylinder engine has been made more powerful, the b.h.p. being raised from 102 at 3,400 r.p.m. to 118 at 3,800 r.p.m., with a compression ratio of 7.7 to 1. This increase has been accomplished by the use of a new carburation set-up together with new intake manifold, new camshaft, more efficient combustion chambers and electro-plated pistons. There has been no major change in the in-line eight-cylinder engine. Both power plants are available in any one of the three series—the Special, de Luxe and Custom. Eleven body styles are available.



De Soto Has New Styling

Entirely new body styling, with a redesigned chassis and numerous engine and mechanical improvements, characterizes the attractive and inexpensive De Soto models for 1953. The 1953 line includes the De Soto Fire Dome 8, powered with a 160 b.h.p. V-eight engine; the De Soto Powermaster 6, powered with a 116 b.h.p. six-cylinder engine; and the De Soto Diplomat and De Soto Diplomat Custom, both powered with a 100 b.h.p. six-cylinder engine.

Advanced engineering features, such as a torque converter, power steering, power brakes, and electric window regulators are available as special equipment on certain 1953 De Soto models. Overdrive also may be ordered for all models listed as using the conventional three-speed transmission.

The new styling treatment emphasizes long, low lines throughout. Head room, driver-passenger compartment space, seat width, and trunk space, all have been increased, while overall height has been reduced.

Both the De Soto Fire Dome 8 and the De Soto Powermaster 6 continue with wheelbases of 125½ inches, while the De Soto Diplomat and Diplomat Custom models have a uniform wheelbase of 114 inches as compared with 111 and 118½ inches offered on preceding models. The new De Soto models continue the use of the same proved V-eight and in-line six-cylinder engines used in previous models. However, several improvements have been made in the well-proved engines since introduction of the 1952 models, including a new and more compact carburettor.

Powered by a 160 b.h.p. V-eight engine, the De Soto Fire Dome four-door saloon has entirely new body styling.

DETROIT NOTEBOOK . . . . . continued

Using wire wheels, which are becoming increasingly popular on American sports type cars, the Cadillac El Dorado convertible represents the new trend in design of transatlantic cars.

Sports Convertibles

Here is a round-up of the current state of the sports convertible field, already mentioned. Packard, Cadillac, and Buick have been first to reach the market with their versions, but announcement of similar custom creations is imminent from Oldsmobile, Dodge, and others. Called the Caribbean, Packard's car leads the list of several special models which the company plans to bring out in the luxury field this year. Its list price is $5,200 (£1,850).

This new convertible was developed from Packard's exhibit car, the Pan American. It retains contour styling, although it incorporates numerous refinements. Features include wire wheels, an external spare wheel mounting, an air scoop on the bonnet, which is part of the engine cooling system, and special body colours. Main dimensions are: wheelbase, 10ft 2in; overall length, 18ft 6½in; overall height, 5ft 2in; and overall width, 6ft 5⅞in. Power is supplied by Packard's eight-cylinder side-valve Thunderbolt engine, which develops 180 b.h.p. at 4,000 r.p.m. It has a 3½ × 4¼in bore and stroke (88.9 × 107.95 mm), and displaces 327 cu in (5,360 c.c.). Compression is 8.0 to 1. Automatic transmission and power-assisted steering and brakes are optional.

Cadillac's custom convertible is called the El Dorado, and carries a price tag in the neighbourhood of $9,000 (£3,200). Like all cars of this type, it is a high-styled version of the company's regular convertible.

The car is powered by a 210 b.h.p. engine. Power steering and other Cadillac luxury features are standard.

Strongly influenced by the Italian school, the Packard Caribbean has striking and very pleasant lines.

ADVERTISEMENT

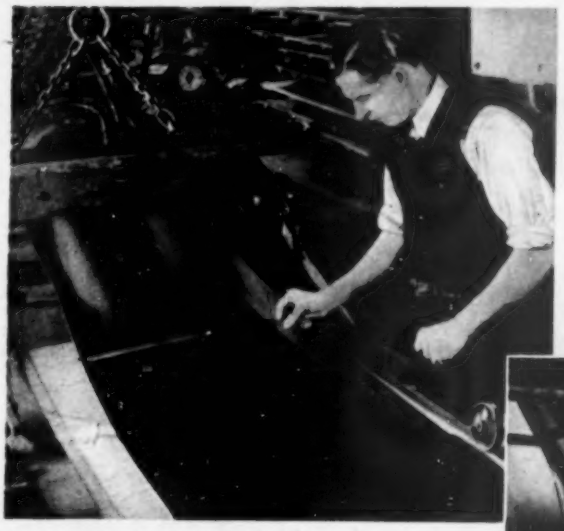
THE STORY OF THE TYRE. No. 4

TYRE TREAD EXTRUSION

The rubber compound is passed through the extruding machine.

This article describes the fourth stage in building a modern high-quality tyre. The rubber compound is fed into the huge extruding machine. After passing through a specially shaped die at great pressure, it emerges as a shaped tread slab.

THE next stage in building the tyre — tread extrusion — is almost completely mechanical. The compounded rubber after a process which includes warming, to make it plastic once more, is fed into the extruding machine. In this, it passes through a shaped steel die, which under pressure extrudes the compounded rubber in the correct size.



This operator is checking the measurements of a continuous belt of tyre tread slab as it comes out of the extruding machine. The shape of the tread is clearly visible as it emerges from the extruder although it is upside down.

Great care is taken to ensure that each tread is of exactly the dimensions and weight required. A separate die is used for each tyre size or type.

The tyre tread, as it emerges from the extruding machine, has a specially designed cross sectional shape allowing the centre portion to form the tough thick tread in the finished tyre. How the pattern is put into this tread will be explained in another article in this series.

A rigidly adhered to system of check weighing is employed to secure uniformity of weight and balance throughout the length of the tread.

When the still plastic tread leaves the die, it is carried on a conveyor through a series of water tanks for cooling. It reaches the end of the conveyor at the best temperature for handling. At this point, it is measured again by an automatic device.

A circular, water cooled knife cuts the tread into the length needed for the tyre. These sections are passed to the tyre building machines at the great modern Goodyear factory at Wolverhampton. After rigorous tests in the 'Quality Control' department, the treads move forward to the next stage in the production of Britain's highest quality car tyres — the Eagle and the de Luxe.

The complete "Story of the Tyre" is now obtainable in booklet form. Get your free copy by writing to the Goodyear Tyre and Rubber Co. Ltd., Wolverhampton.

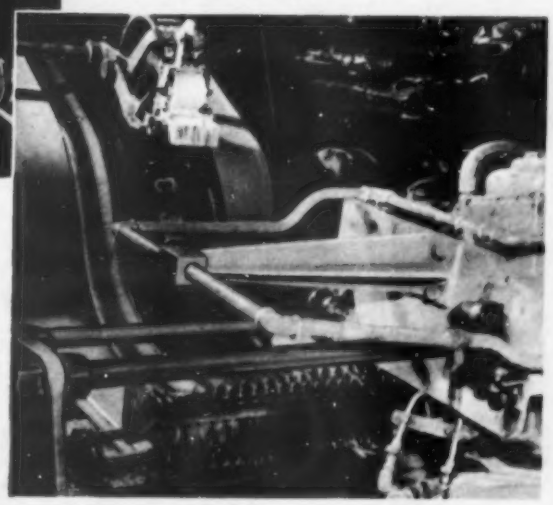


Illustration shows automatic numbering and cutting operation. In this case the tread slab is the correct way up. The thick portion eventually carries the tread design.

Esso Dealers now have the finest range of petrols ever offered to the motoring public.

ESSO EXTRA—the top grade of superlative quality, at 4d. per gallon premium. This petrol is designed for 1953 and the future. Try it and prove the six extras: **Extra Anti-Knock; Extra Miles per Gallon; Extra Acceleration; Extra Easy Starting; Extra Power; Extra Engine Cleanliness.**

ESSO MIXTURE—a scientifically blended fuel for those requiring a quality equal to the best of pre-war grades, at 2d. per gallon premium.

ESSO—is the improved version of the standard grade petrol at a standard price.

TODAY AND EVERY DAY IT PAYS TO SAY ESSO FOR ALL PETROLEUM PRODUCTS

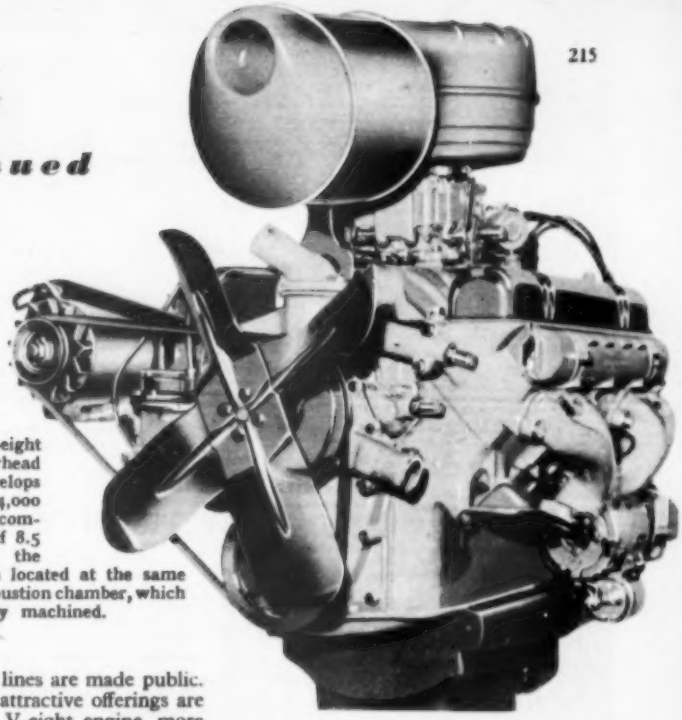
DETROIT NOTEBOOK

continued

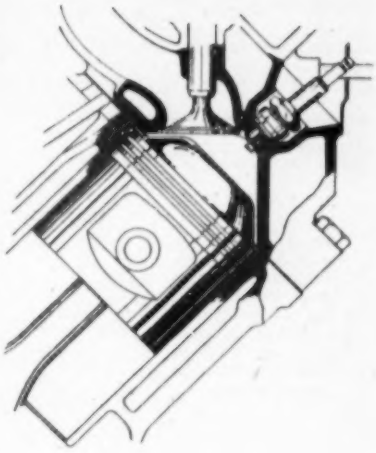
Among many styling innovations are a power-operated top which is concealed under a full metal cover, a one-piece wrap-round windscreen, leather interior trim with leather hand grips on the steering wheel, and chromium plated wire wheels. Overall height of the El Dorado is 4ft 10½in.

Buick's production version of the Skylark, which was shown to the public last year, is built on a standard Roadmaster chassis. It will carry a price tag of $5,500 (£1,965). Power plant is the new 188 b.h.p. V-eight engine. The car will be delivered to purchasers completely equipped with power steering, Dynaflow transmission, and all other options offered by Buick.

Among several styling changes from regular Buick convertibles is a windscreen which has been lowered three inches. chromium plated wire wheels, new treatment to doors, a medallion in the centre of the steering wheel bearing the owner's name, and new plated body trim. The car as a whole has been lowered by two inches.



The Buick 90° V-eight engine has overhead valves and develops 188 b.h.p. at 4,000 r.p.m. with a compression ratio of 8.5 to 1. Below: the valves are both located at the same side of the combustion chamber, which is fully machined.



Engine and Style Notes

A gas turbine for American automotive use is under serious consideration by a group of Detroit engineers and sportsmen. The combine is appraising it as a possibility for a future Indianapolis race car. The engine would be about the size of an M.G. power unit, and would develop over 400 b.h.p. Major problem is cost, estimated to be at least six figures. If this project is carried out, the car could be ready by 1954.

Latest word on V-eight engine development in the United States is that Plymouth has a design fairly well finalized. It may be ready about the same time as Chevrolet brings one out, possibly a year from now. Biggest bottleneck to the production of both of them is inability to acquire manufacturing tools.

The drift towards an American production sports car continues to gain momentum. General Motors is moving into the spotlight with the unveiling at its New York show of the experimental three-seater Le Mans and Wildcat by Cadillac and Buick respectively, designed to test public opinion; these cars could easily be prototypes of models to be placed on the market next year.

Here in Detroit, Chevrolet is reported to be developing a high-performance model for the enthusiast. Currently under study is a car using a fibreglass body, an engine developing 140-150 b.h.p., with a price tag in the neighbourhood of $3,000-$3,500.

General Motors Models Announced

The most sweeping changes in recent General Motors' history are being revealed currently as the American firm's lines are made public. Included in the attractive offerings are an entirely new V-eight engine, more advanced styling, three hopped-up power plants, and a host of optional extra equipment to make driving easier.

Most eagerly awaited of all the 1953 G.M. cars was undoubtedly Buick, since it brings out the new o.h.v. V-eight engine, said to be one of the most compact ever designed for an American production automobile. The body on these cars is basically unchanged from last year with the exception of trim and wings.

Buick's new V-eight develops 188 b.h.p. at 4,000 r.p.m. in the Roadmaster Series. and 170 b.h.p. in the Super. Bore and stroke are 4in × 3.2in (91.6 × 81.28 mm). Compression ratio is 8.5 to 1, highest in the car industry. It displaces 322 cu in (5,278 c.c.). Torque on Dynaflow-equipped models is 300 lb ft at 2,400 r.p.m. in the Roadmaster and 292 lb ft at 2,200 r.p.m. in the Super.

The new engine is more than one foot shorter and 180 pounds lighter than the old in-line eight. As a result, the 1953 cars have a wheelbase 5 inches shorter. A four-choke carburettor is used in the Roadmaster Series and a twin-choke carburettor in the Super.

Among many important features in the new engine is an improved cone-shaped combustion chamber with the sparking plug in the centre at the top; vertical valve arrangement with both exhausts and intake located on the same side; a triple oil gallery which meters oil to the hydraulic tappets, to the five main bearings, the connecting rods and camshaft bearings. There are cam-turned counterweights on the crankshaft and ignition is provided by a 12-volt electrical system.

Along with the new engine, Buick offers an improved twin-turbine Dynaflow transmission which is standard on the Roadmaster and optional on the Super and Special series. It is said to increase torque output 10 per cent. This is accomplished by the addition of a secondary turbine and planetary gear set which increases torque multiplication from 2.25 to 1 to 2.45 to 1. In operation the first turbine works during acceleration and the second takes over at cruising speed.

The Buick Special series is powered by the Fireball in-line eight with b.h.p. increased to 130 at 3,800 r.p.m., and compression raised to 7.6 to 1. Torque is 230 lb ft at 2,400 r.p.m. Engine displacement is 263 cu in (4,316 c.c.). Dual carburettors are used.

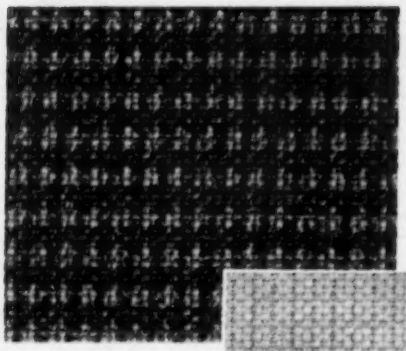
Power steering is standard equipment for the Roadmaster series and optional on the other models. Power brakes are offered as optional equipment on the Roadmaster only. Air-conditioning (page 212) is optional on two-door and four-door sedans.

GEORGE MERRIMAN.

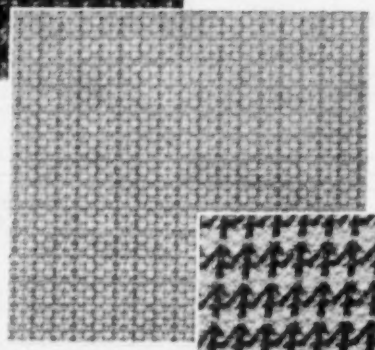
VARYING INTERIORS

The new Cordoba imitation leather has the faint blotching and fine surface creasing of the old Spanish leathers. On large surfaces it is more varied in its effect than plain hide.

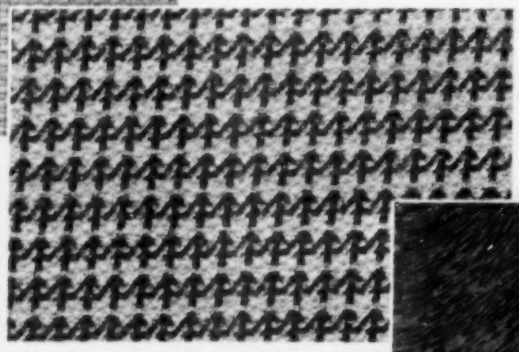
I.C.I. INTRODUCE NEW PATTERNED LEATHERCLOTHS FOR CARS



Above: A registered design which even at close range looks rather like real tweed with a contrasting warp and weft, and a faint over-check in another colour.



Left: A coarse fabric pattern. Like the other patterns, this is reproduced to the same scale as the original.



Left: This dark "hound's tooth" pattern on an oatmeal ground is very pleasant on large surfaces such as seats and door panels. It is somewhat formal in character.

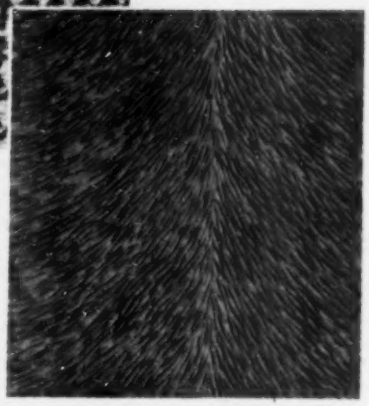
BLACK is no longer the universal body colour of the modern British car, and manufacturers, ceasing to follow too blindly after fashion, have restored, or retained, a great deal of individuality of line. Most current cars are easily recognizable from any angle. There is no doubt, however, that interiors are more stereotyped, real or synthetic leather and wood cappings (or in the less expensive cars, cellulosed cappings) being universal. That is a pleasant style. But a wider variety, perhaps a quite individual style in a particular make, may be on the way if manufacturers and coachbuilders generally adopt the new patterns of Vynides which the leathercloths division of Imperial Chemical Industries has developed.

There are a great number, some of which are illustrated. One group of registered designs somewhat resembles tweeds. In this group there is one with a dark "hound's tooth" pattern on an oatmeal ground, an effect which is decorative in a formal way, free from any excessive prettiness which would be more suitable to a frock than a car. Another "hound's tooth" pattern is dark smoke blue on a light ground, with a thin red over-check, giving an effect which is both warm and bright. Others resemble tweeds with warp of dark red-browns and weft of contrasting toning colour. There are linen finishes among the others, and some striped materials. An effect of striped materials is to change apparent dimensions, and horizontal stripes on a bench seat would have the effect of making it look very much wider.

Another interesting new design is a synthetic leather which differs greatly from the plain hides to which motorists are accustomed. It is faithfully modelled on the old Spanish leather called Cordoba, with the unevenness of colour, slight blotching and occasional small, fine surface creases found in the original, and the effect—especially in the light grey and the buff—is attractive.

There must, over some area, be repetition in the pattern, of course, but it is not apparent, even in large areas. Large areas preclude the use of anything fussy, loud or excessively striking. The slightly formal and rather masculine I.C.I. designs do seem to be appropriate to cars, and it will be interesting to see the first of them to appear in special and production bodywork.

The processes by which patterned materials are produced are already in use for the production of existing synthetic hide leather. Vynide consists of a tough layer of polyvinyl chloride plastic on a strong cloth backing, and it is passed in a hot, plastic state through rollers on which are formed the patterns. The patterns may be very deeply cut, and reproduced in a thick coating, if necessary. The printing machines much resemble those used for newspaper production. Rexine leathercloth is coated with nitro-cellulose, which is for practical purposes a softer and flexible version of ordinary painting cellulose. It is not so tough as Vynide, but it is widely used for roof lining and other places where the wear demanded is not so great as in a seat or trim panel covering. Vynide itself varies very greatly in thickness, according to the grade.



A Vynide grained to simulate the hair of an animal and called pony skin; not entirely convincing as an imitation, it is quite pleasing as a pattern.

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CORRESPONDENCE

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OIL CHANGING

What are Motorists to Believe ?

[64713.]—It is a remarkable thing that there should be such divergence of opinion amongst car manufacturers as to what constitutes efficient lubrication of the engine. There are 1953 engines with no external oil filters, some with by-pass filters and some with full-flow filters; while the mileage at which engine manufacturers state that the engine oil should be changed varies from 1,500 to 7,000 miles.

One of the biggest oil distributors, on March 19, 1952, announced in a two-page advertisement that, when their oil in an engine turned black, it showed that the dirt in the engine had been dislodged and was being carried round harmlessly in suspension; in *The Autocar*, January 30, in "Readers' Service," you state that "with dirty oil it is not the oil itself that may cause trouble but the various impurities that it carries round with it"; and now we have been informed by the chairman of B.O.A.C. that it has been their practice to inject petrol into the crankcases of their Stratocruisers.

Faced with such a variance in the views of experts, I am beginning to wonder if it is really necessary to change the oil at all.

Why not hold a 1,000-hour test, under the supervision of the R.A.C. or a similar authority, of two identical engines at 4,000 r.p.m., each of them to have the filters cleaned or changed at the recommended intervals, but the oil of one to be changed at the equivalent of 2,000 miles and the oil of the other merely to be topped up as required? From the subsequent microscopic examination of the engines we should then realize the value of oil changing, which, to my knowledge, has not been officially demonstrated before.

W. F. PUGH.

Taplow, Buckinghamshire.

"TOP OVERHAUL"

Differences of Opinion

[64714.]—The recent article (*The Autocar*, January 16) on decarbonizing by Bert Houlding, Jnr., is misleading and seems to ignore matters that really count.

I suggest that more benefit will result and more miles between decokes will be obtained if the following points receive priority attention.

1. Replace valves if worn on heads or stems.
2. Replace guides if new valves fail to achieve the all-important snug fit.
3. Check for concentricity of guide, valve and seating.
4. Seating contact area to be less than the width of the seat on the valve head and to be centrally thereon.

In other words, put the valves into good working order and do not worry so much about polishing their heads. After grinding-in the valves check the seatings with a little blue marking paint; looking for the white ring as advised by Mr. Houlding will not be sufficient.

I note, with much astonishment, Mr. Houlding's disapproval of leaving the ring of carbon deposit on the piston top to prevent excessive oil consumption. It is well known in the motor trade that this ring of carbon will most certainly prevent oiled-up plugs, a smoky exhaust and heavy oil consumption in many cases when worn engines are decarbonized; the Austin company approved of the practice in their service manual many years ago.

Many a kind-hearted motorist will suffer from insomnia after reading Mr. Houlding's terrible account of the private life of an exhaust valve. He claims that a valve spends a good part of its life at a bright red heat and being hurled against the seat with immense force several thousand times a minute; it is very doubtful if an engine would run at all under such conditions.

Mr. Houlding would do car owners a very good service if he had concluded his article by advising them to go to a well-equipped garage where they have the essential tools, plant and knowledge to carry out the work in a proper manner.

London, N.3. P. F. P.

[Bert Houlding, Jnr., comments: If "P. F. P." would read the article over once more he would find that: 1. I particularly

CORRESPONDENCE . . . . . continued

mentioned replacing valves in preference to straightening or reconditioning methods. 2. I mentioned the extreme importance of the snug fit of the valve in the guide, and also the effect of excessive wear. 3. ". . . . must ensure that the valve . . . . returns centrally to its position on the seat." Surely that deals with the concentricity problem? 4. I went deeply enough into different types of valve seats to pacify most people, but I plead guilty to omitting the actual recommendation to ensure that the valve seat overlaps the head (or block) seat.

As for using "blue" on valve seats, if I saw anyone doing this I would jump to the conclusion that he was an enthusiastic amateur, but anyone is entitled to his own preference. The petrol-clean white ring is much better and much quicker. The phrase "do not worry so much about polishing the valve heads" expresses perfectly the sort of attitude which first brought the article to mind.

If pistons, rings, and bores are in bad shape, no amount of carbon left on the piston crown will have any effect upon oil consumption; I stand by that, as I stand by the account I gave of the "private life of an exhaust valve." If "P. F. P." looks a little further into exhaust valve design and research he may find something to persuade him to have more respect for the component.]

Ports Should Not be Polished ?

[64715.]—While Bert Houlding Junior's article, "Top Overhaul," is very interesting and informative surely he is incorrect in suggesting that the inlet manifolds and ports should be polished? I have always understood that these should be left in a rough state so that they become saturated with petrol which is used during acceleration, and that the effect of polishing is to reduce the car's performance quite noticeably.

Obviously, of course, one does not want to draw neat petrol into the cylinders, but presumably the petrol on the manifold walls will vaporize before reaching the inlet valves.

Angus, Forfarshire. DONALD C. ROBERTSON.

[Bert Houlding, Jnr., comments: It is not a function of the inlet pipe to regulate mixture strength for acceleration or anything else. Any deposition of live fuel in the inlet tract is inevitably a bad thing, for it can only mean that one charge is weakened whilst a later charge is enriched. Skin friction, which slows down the gas adjacent to the manifold wall, thus encouraging deposition, is one of the greatest problems in manifold design, and certainly I have never heard of a reduction of performance resulting from polishing the inside of the pipe, and I doubt if anyone else has.]

I.F.S.

A Modified Beam Axle Required

[64716.]—I feel that the present systems of front suspension have not yet reached perfection, especially in the category of cheaper cars. Tyre wear is heavy, and, with some systems, cars are not as stable as is desirable. I think that the trouble is partly the result of the very complex geometry of the steering track rod of modern i.f.s., as a result of which the front wheels are properly aligned only part of the time. With the old beam axles, tyre wear was normally small, but if the wheels became even slightly out of alignment, wear increased considerably. Further, in some of the present systems of i.f.s. the vertical angle of the wheels is always changing, and wear occurs on the sides of the tyres.

The beam axle system lost favour for several reasons (which may not have been recognized at the time). Of necessity, the springs were too close together, giving an effect not much better than that of a centrally mounted transverse spring. Half-elliptic springs could not be placed nearer to the wheels, as the wheels had to be allowed clearance when in the turning positions. When brakes are applied, the motion of the car tends to turn the brake mechanism, and half-elliptic springs actually allowed some degree of turning of the axle, which meant that the location of the axle was temporarily displaced. Half-elliptic springs had to be reasonably stiff to keep this movement within bounds, and comfort suffered. The short distance of the up-and-down movement was often another defect of beam axles and half-elliptic springs.

I feel that the days of the beam axle are not over, so long as such an axle is used in the light of modern advances. Commercial vehicles still use such an axle. On cars, the use of torsion bars or coil springs would be necessary. Such coil springs, or the levers or cranks from the torsion bars, would be anchored as neat as possible to the king-pins, so that there would be an effective spring at each corner of the car. Radius arms anchored well back, similar to those used with transverse springs, would locate the axle firmly and prevent backwards and forwards movement and twisting of the axle. A single stiffish spring rod almost parallel to the axle and anchored to the axle at one end, and to the far side of the chassis at the other, would prevent side movement. If this rod would be in the way of the engine sump, some other means of anchoring for side movement could be devised.

The steering mechanism would be greatly simplified and consequently cheapened. The torsion bars or coil springs could easily be made to give six to eight inches up-and-down movement, as compared with much less with the old half-elliptic springs. Modern dampers would, of course, be used. I feel that such a system could be used with reasonably soft springs without in any way making the car unstable, and that such a system would have all the advantages of the old beam axle and of the new i.f.s. without the disadvantages of either

I am almost tempted to think that some manufacturers fit i.f.s. chiefly because of its publicity value. Assuming that my theory is sound, dare any manufacturer take the plunge and adopt such a system as I suggest? I hope and think that some of our designers have sufficient courage to produce a better suspension system than they are making now, even if it is not strictly i.f.s. My system could for publicity purposes (very important) be advertised as "torsion bar suspension" or "with coil springs at the front."

Thank you for many happy hours with *The Autocar*.

Ilkley, Yorkshire. JOHN KENNEDY.

"THE IMMORTAL THOROUGHBRED"

A Former Owner of the Napier

[64717.]—Articles such as the above (*The Autocar*, January 30) interest drivers of my age particularly; as it happens, the Napier referred to was, I believe, my personal property for some time.

I have owned two other 40-50 Napiers—T.S. type. I preferred them to the Silver Ghost of that time, but I loathed the transmission brake. These Napiers were in some respects superior to the Rolls-Royce.

I think it would be interesting to have another discussion, via the Correspondence columns, on what constitutes the best car in the world.

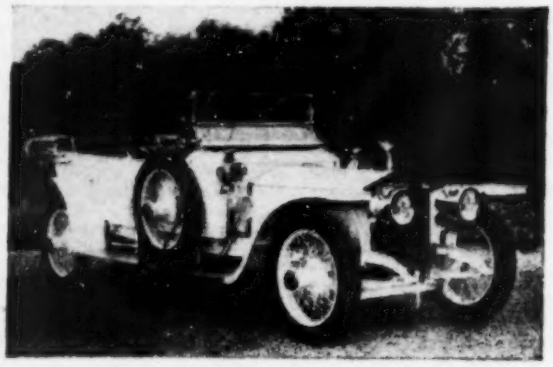
As an example, I have recently sold a 1950 2½-litre Lagonda. Out of 286 cars owned by me, this is one of the finest vehicles I have owned—ruined, for my use, by the steering-column gear change. V. HUFFAM, A.M.I.Mech.E.

London, N.W.11.

The Story of a Similar Rolls-Royce

[64718.]—I much enjoyed your excellent article, "The Immortal Thoroughbred," but may I be allowed to mention one or two errors that have crept in regarding the Silver Ghost?

This was not the London-Edinburgh car, which appeared much later, in 1911, and was a definite "type," but the car that completed the 15,000-mile trial. It was never fitted with larger rear wheels, but was turned out with 875 × 105 mm tyres on the front wheels and oversize 880 × 120 mm tyres on the rear wheels (*The Autocar*, June 15, 1907). This was common practice before 1914 with many cars. Regarding the gear box, the four-speed



The Silver Ghost referred to in letter [64718].

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CORRESPONDENCE . . . . . continued

"overdrive" box continued to be fitted at Derby until the 1910 model appeared, and then a three-speed box was fitted until the introduction of the four-speed box in 1913. It is interesting to note that the car has retained its original registration number during the whole of its life.

I own a 1910 model which is in regular use during the summer months and is frequently mistaken for the Silver Ghost, although study of the photograph will show that it is fitted with a Barker "flush side torpedo" body first introduced at the 1909 Show and considered to be of very advanced design, which of course it was! In 1950 I took this car for a 2,000-mile tour of the Alps, climbing among many other passes the 9,088ft Col de l'Iseran from both sides, which is higher than the famous Stelvio (which it would climb equally well non-stop, I have no doubt), the duration of the climb being 45 minutes in the second speed of 5 to 1. Following this I brought the car from Geneva to Dunkirk, a distance of nearly 500 miles, between 6 a.m. and 9 p.m., which included getting through the customs, climbing the Jura mountains and all stops, just to celebrate her 40 years!

Basingstoke, Hampshire. S. J. SKINNER.

"AS OTHERS SEE US"

Too Partisan an Attitude

[64719.]—It does seem such a pity that genuinely interesting correspondence on such a subject as whether or not England makes good cars should be spoiled by too partisan an attitude on both sides. "Anon" [64640] has said that this country makes some pretty awful cars, and as a disinterested spectator I am prepared to allow him his point of view. But Mr. Fraser Evans [64686] does not put forward any sort of case by saying, in effect: "Of course we make the finest cars—it's not patriotic to think otherwise." When this nation loses its capacity for self-criticism we shall be finished as far as industry is concerned.

I think there is something to be learned from the fact that the people who criticize British cars are usually the enthusiasts, and it is always the enthusiast who has the widest experience. Some time ago I ventured to state in a letter that a certain Italian small car was better than its English equivalent, only to be reviled the next week by an owner of the British car, who claimed it was everything that anyone could ask. Now the point of that argument seemed to be that I had actually owned a model of the Italian car in question and also knew the British car well (nothing would have possessed me to own it!). It seems, therefore, that I was in a position to judge. The pro-British car "patriot," I strongly suspect, has never driven, let alone owned, anything other than his "Plonkit 8."

Pinner, Middlesex. B. JOYNSON-CORK.

100 M.P.H. WINDS

Dry Metal Surfaces Reduced Only to Air Temperatures

[64720.]—In reply to The Scribe's query about 100 m.p.h. winds and the cooling of radiators (*The Autocar*, January 9), I would suggest that he patent the idea if he finds that the radiator temperature does in fact drop below freezing point.

However, before he buys a thermometer, I must damp his enthusiasm a little by pointing out that a wind, even of hurricane force, blowing against a dry metal surface will only bring the temperature of the metal—even if it encloses water and is called a radiator—to the temperature of the air, unless there are complicating factors which are not usually met in a car.

A. W. CRONSHAW, B.Sc., A.Inst.P.

Sale, near Manchester.

"LIGHT THOUGHTS"

A Classification of Offenders

[64721.]—May I beg to disagree very strongly with the statement by J. R. Davey, "Light Thoughts," *The Autocar*, January 30, that "the selfishly mounted pass light is fortunately not now common"? My nightly experience, over 25 miles of busy Yorkshire roads, is that it is very common indeed. The approximate statistics are these: out of every 50 cars or other vehicles which I meet, 30 have a pass or fog lamp focused on the road centre 50-100 yards ahead and four feet high; five have pass or fog lamps focused on the side of the road 10-30 yards ahead; five have double-dipping head lamps, incorrectly adjusted; two have the same correctly adjusted; three have a single (left side) undipped head lamp; two have a left-side head lamp dipped *plus* a pass or fog lamp, generally set as in the first category; one has a correctly adjusted dip-and-switch system, dipped; one has an incorrectly adjusted dip-and-switch system, dipped, and one drives on side lights only.

My own lamps come (I hope and sincerely believe) into the third from last category); they are not at the peak of their efficiency but are perfectly adequate for speeds up to 50 m.p.h. on a clear road when undipped, and never cause objections from other drivers when dipped.

Mr. Davey does not state where the majority of his motoring is done, but the photographs suggest southern England. Are there, perhaps, large regional variations in lighting habits? These could easily occur, since, if some drivers begin to use the first category at all regularly, a number of others also do so in self-defence, so that the thing is cumulative.

Wakefield, Yorkshire. R. L. GORDON.

[Road Research Laboratory figures for dazzle appear on page 203: comment on the subject will be found on page 193.—ED.]

TWO SHILLINGS

The Motorist who Wouldn't Pay

[64722.]—Pity the poor garage proprietor; we haven't much money but we do see life! The other Saturday afternoon an 8 h.p. car pulled up at our garage. The owner announced that his engine didn't seem to be getting enough petrol and asked us to investigate. The mechanic on duty rectified the fault, the owner bought two gallons of petrol and was proceeding on his way when it was gently intimated to him that he had not paid for the job. He seemed to be shocked at the idea that any such sordid commercial considerations should arise, and the matter was referred to me. In what I conceive to be my most polite and urbane manner I explained that I really could not afford to pay overtime rates, on a Saturday afternoon, for the convenience of passing motorists without some small recompense and suggested that a payment of two shillings would meet the case.

At this our friend went up in the air. He had been driving for thirty years; had had such jobs done all up and down the Great North Road and had never paid anything. It was all part of the service and what did we garage people think we were there for? With due deference I explained that we were not a service station for that particular make of car, but suggested that, as he might have tipped my mechanic, he may have thought this liquidated his financial obligation. "Never give tips," he replied, and his lady passenger offered the opinion that mechanics get far too much money anyway. Whereupon he started up and our two shillings vanished down the road.

Can any of your service station readers beat this?

Gorleston-on-Sea, Norfolk. STUNG.

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WON ON THE ROAD

WEATHER PLAYS HAVOC WITH FINAL STAGES OF C.U.A.C. NIGHT RALLY

J. R. Neave's Hillman Minx tops Hardknott Pass, in the Lake District.

AT the start of the Cambridge University club's third Lent Term Rally, on Saturday, February 7, it looked as though the organizers' prayers for "lots of snow to make it like a miniature Monte Carlo" were not going to be answered. As the 75 starters set out from the two starting points—Leeds and St. Neots (Huntingdonshire)—on the 420-mile route, the weather could not have been better; it was very cold, but the roads were dry and consequently were not icy.

The two routes converged at Matlock Bath, Derbyshire, whence competitors followed a common route to be located from the route card by map references. The first check point was at Woodhead, a small isolated village in Cheshire. After checking in at the local, drivers were dispatched immediately on the next section, which included a timed test over a 200-yard stretch with one sharp and steep left-hand hairpin. By now there were seven degrees of frost, and the waiting marshals had lit an enormous bonfire. The trail of lights of the waiting cars, and the smoke from the bonfire winding away up the valley, brought the local shepherds hurrying to the scene, under the impression that there was a mammoth sheep-stealing expedition in the district!

N. A. Silverstone's S.S. 100 was fastest through the test by nearly a second, and R. D. Short's drop-head coupé S.S. slid side on the hairpin, hit the bank and continued with the rear bumper trailing. H. W. Watkins, driving a supercharged Dellow, was due at the control at 11.08 p.m., but arrived 7 minutes 59 seconds after midnight, with only one second between him and disqualification. Fortunately, the marshal was no further than just letting the clutch in to move off. From here to the next control, a crossroads to the north-east of Richmond, the high average required over the desolate, twisty roads was achieved by only three competitors.

Far North!

The remainder of the clear, starry night was spent in making a huge loop up almost to the Border. The many competitors who had fitted their cars, Monte Carlo style, with shovels and spare wheels with chains, were beginning to wonder just how much the B.B.C. snow forecasts were worth. The route led south again through Keswick to Newlands Hause, in the Lake District. At 7.30 a.m. on Sunday morning the whole entry should have passed through the Newlands Hause control, but by that time there were still 68 to come. It was clear that the results had been decided by the road section alone. Very satisfactory.

At this point snow began to fall on the frozen roads. Until now the frost had affected the route only in patches, as the roads were dry, but the snow made things really tricky. Hardknott and Wrynose passes became very treacherous, with their sudden near-vertical drops and hairpins. In many cases first gear merely served to lock the rear wheels on the down grades, and second was too high to help much; several wings suffered in consequence. J. C. Twentyman was regretting the free wheel on first gear fitted to his Bristol 400—normally such an asset—for a buckled wheel and wing resulted from it. Already the whole entry was overdue on its scheduled time, and the added hazards made things worse. The last car should have been at the final control, at the Old England Hotel, Bowness-on-Windermere, by 7.30 a.m., and did not arrive there in fact until nearly 11; the roads were now so slippery that the final tests were abandoned. Only half the entry managed to complete the course.

While the results were being calculated with commendable speed, everyone set about having breakfast, and prepared to face the journey home against a blizzard during which ten inches of snow fell, which made the home run an event in itself.

Apart from one or two cases of slight damage, there were no incidents, and it was a well run and thoroughly enjoyable rally, in which conditions—for once—seemed to suit both competitors and organizers.

Competitors waiting at the foot of Hardknott Pass. The snow, lying on a frozen road surface, made the restart difficult for early competitors and almost impossible for the late numbers.

PROVISIONAL RESULTS

1, M.G. TD (K. Lee and S. Bairley), 4 marks lost; 2, Allard (J. D. Hartley and T. D. Haywood), 12; 3, M.G. TD (K. G. Pointing and A. Stross), 14; 4, S.S. 100 (N. A. Silverstone and R. Hyde), 32; 5, Morgan Plus Four (D. Howard and B. Jepson), 35; 6, M.G. TC (J. M. Pearson and A. J. Crowther), 41; 7, Morris Minor (L. Janke and C. Gerwig), 48; 8, Ford Ten (M. B. Colbeck and G. W. Adams), 51; 9, Morgan (D. Phipps and J. French), 53; 10, M.G. TC (C. Ashton Martin and J. A. Ambrose), 54.

Class Winners.—Up to 1,200 c.c.: L. Janke. **2,000 c.c.:** K. G. Pointing. **Over 2,000 c.c.:** J. D. Hartley.

Who likes economy?

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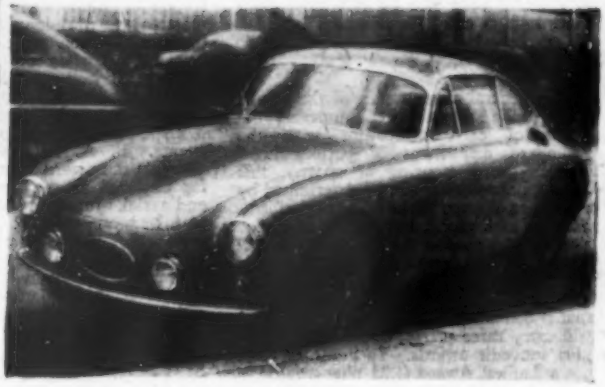
THE SPORT

by J. A. Cooper



Two views of the beautiful little 750 c.c. Renault which has been constructed for Louis Rosier, champion French racing driver. As disclosed in *The Autocar* of January 16, this Italian-bodied lightweight will run at Sebring and in the Le Mans 24-hour race, among other events this year.

LE MANS ● R.A.C. RALLY ● GERMAN G.P.

AT the end of January, the Automobile Club de l'Ouest had received no fewer than 103 requests for entry in the 1953 Le Mans 24-hour race; there will probably be more, and as the number of starters is limited to 60, the club has obviously got a good deal of sorting out to do. The interesting thing about the requests so far received is the number of manufacturers who are interested; there are 26 of them in the list, two American, eight British, two German, six Italian, one Spanish and seven French.

The British firms concerned are Bristols (three cars), Frazer-Nash (three cars), Jaguar (three cars), Healey (three Austin-Healeys), Aston Martin (three 2.9-litre DB3 cars), Singer (one car), Allard (two 5½-litre and one 1½-litre cars) and Kieft (one 1½-litre car). From America come the Cunningham (three cars) and the Nash (two Nash-Healeys), and from Spain the Pegaso (three cars). Among the interesting Continental entries are those of Ferrari (three 4.1-litre cars), Alfa Romeo (four 2.9-litre cars), Lancia (four supercharged 2-litre cars), Porsche (two 1.1-litre, two 1½-litre cars), and Gordini (one 1½-litre, one 2.3-litre and two 2.9-litre cars). Something else which looks interesting is the entry by N. Mahé of a 498 c.c. Fiat-Dagrada; I don't know what power unit this machine has, but the shape of the handicapping curve at Le Mans has often appeared to me to favour a car of under 500 c.c., if one had been available to take advantage of it.

One thing is certain; even without the presence of the Mercedes team, the race this year will be a terrific battle. This is a very healthy state of affairs; never before have anything like this number of manufacturers been anxious to compete, and it is obvious that the prestige value of this famous event is increasing every year.

AS a result of the meeting at Monte Carlo recently of the *Commission Sportive* of the F.I.A., it has been decided that it would be premature to attempt to enforce the proposed new regulations for series production sports and touring cars in events during the current year. However, the basic features of the touring car regulations have been issued as a recommendation, to take effect from February 1, with the proviso that if desired supplementary regulations may be added to admit certain vehicles which would otherwise be excluded by the regulations affecting coachwork.

The new regulations state that from now on the only cars eligible to run in international events as series production touring cars shall be saloons with—if over 750 c.c. capacity—four seats. If they are under 2 litres capacity, at least 1,000 of each model must have been produced within 12 consecutive months; if over 2 litres, the figure is reduced to 500. Superchargers are prohibited. And here comes the sting in the tail: from information supplied by the various national clubs, the C.S.I. will establish each year at its spring and autumn conferences a list of vehicles of each nation considered to be in accordance with the required conditions. In cases where a manufacturer produces two or more types of car of which the technical features are almost identical, but which are capable of undoubtedly different performances, the C.S.I. shall decide which, if any, of these types are to be admitted as series production touring cars. That will make some people think!

THIS year's R.A.C. Rally of Great Britain, which is scheduled to take place from March 23-28, will assume added importance from the fact that it is one of the ten events which will count towards the international touring car championship for 1953. There are a good many points of difference between the regulations for this event and its 1952 edition, and the new requirements are as follows:—

The event is open to both touring and sports cars, the entry being divided into two groups under these headings. With touring cars, at least 250 examples of the car in question must have been produced and sold to the public between January 1, 1947, and March 1, 1953; the capacity classes in this group are up to 1,300 c.c., 1,301-1,600 c.c., 1,601-2,600 c.c. and over 2,600 c.c. The cars must have closed coachwork, and if above 750 c.c. must have four seats. Drop-head coupés, if kept closed throughout the event, may be run in the touring category provided they are catalogued models weighing not less than the equivalent saloon; in other instances they will count as sports cars.

With regard to the sports car group, the requisite production figure is 25 cars, within the same dates as those referred to above, and the capacity classes are only two in number, below and above 1,500 c.c. In both groups the same general provisions apply; no deviation from the published specification is permissible except for the make and size of tyres, the make

THE SPORT . . . . . continued

and type of sparking plugs, the fitting of additional electrical equipment not replacing existing items, the fitting of optional catalogued extras of which at least 25 examples must have been sold before January 1, 1953, and the increase in cylinder bore size by not more than 1 per cent, to allow for reboring.

THE general classification of the results will be obtained by comparing the marks of each competitor with the "standard assessment of performance" for his group (touring or sports); this standard assessment will be determined by taking the average of the best ten performances in each group, irrespective of engine size. In the general classification, the first five places will carry souvenir awards and the following cash prizes: £250, £200, £100, £75 and £50. Each class (provided that it contains no fewer than 200 entries) will carry three prizes, £30 £20 and £10, plus souvenir awards. In addition there are a Ladies' Award (£25 plus trophy), a team award, starting control awards, and so on.

Starting points are two in number, Hastings and Blackpool; the route will run via Silverstone (acceleration and braking test), Blackpool (overnight stop and special test), the Lake District and Yorkshire (two more special tests), Hastings (overnight halt), Goodwood (special test) and back to Hastings for the finish. The average speed for the rally, excluding the tests, will not exceed 30 m.p.h.; secret checks will be operated, and any competitor found to have averaged more than 40 m.p.h. will be disqualified. No driver may drive for more than 200 miles without relief. Each car will bear an identification label, to be carried inside the windscreen; two rally plates will also be issued, to be displayed *only* for certain sections of the route and for various special tests.

The entry fee for the rally is £12 12s (which includes certain insurances), and the closing date for entries is noon on Monday, March 2. All enquiries to the R.A.C., Pall Mall, London, S.W.1.

ON Friday last the Chiltern Car Club held its annual dinner-dance, as usual at the Bull Hotel at Gerrards Cross, in Buckinghamshire, at which cheerful function the awards for the year were presented. Viscount Curzon, the president, responded humorously to John Heath's toast to the president and the club, and P. R. W. Jackson made laughter the keynote in proposing the guests, to which Michael Clayton replied. The silverware, which Lady Curzon presented, was a pleasant reminder of the year's activity, and it helped to whet the appetite for coming events. P. A. Barden appeared twice amongst the award winners in spheres as far removed as the *concours d'élégance* and a trial. June had seen the Eight Clubs at Silverstone with D. M. Blakely as the most successful Chiltern performer, and M. J. H. Rogers had achieved the same honour in the Eight Clubs' Eastbourne Rally. P. R. W. Jackson appeared in a different role to collect the Members' Cup.

The Chiltern club, at least, is now all set for '53.

IT has now been decided that the German Grand Prix, scheduled to take place at the Nurburgring on August 2, will bear the title of European G.P. for 1953. Interesting, for it was not by any means certain that this famous race would be run under the rules governing either formula 1 or 2 this year; but now, presumably, it will be a formula 2 race like the rest. I wonder if Mercedes have any thoughts of appearing with a 1954 prototype, slightly reduced in engine size? Incidentally, they are reputed to be building both blown 750 c.c. and unblown 2,500 c.c. experimental cars, the former to have a chassis as small as a British 500.

THE Dewar Trophy, awarded annually for the most outstanding engineering and technical achievement during the year, has been awarded for 1952 to Sunbeam-Talbot, Ltd., for the outstanding performance of the Sunbeam-Talbot team during the 1952 Alpine Rally. The three cars, driven by G. Murray Frame, J. M. Hawthorn and Stirling Moss, each obtained a *Coupe des Alpes* (for finishing the event without penalization; only ten in all were gained last year); they finished first, second and third in the 2- to 3-litre class, and obtained the out-and-out manufacturer's team prize and the team prize for foreign (not French) cars. This was certainly an exceptional success, and it is good to see it obtain the recognition it deserves.

THIS year the Midland A.C. broke new ground for their annual dinner which was held on Friday, February 6, at the Raven Hotel, Droitwich, Worcestershire, with an absence of formality that contributed much to the happy family party atmosphere. Murray Austin presided over a gathering of 250 members and guests, who had braved various degrees of fog to attend, and he presented the various trophies, which seemed to be collected mostly by Ken Wharton. It was a happy thought to use some of the trophies for the purpose of a collection, by which £72 was given to the flood distress fund.

ON Tuesday evening of last week the Lloyd's Motor Club held their annual dinner, at the Café Royal in Regent Street, London. Over 300 menfolk made this a most cheerful occasion; the performance of the club's representatives in the Monte Carlo rally (J. I. Bremner, A. G. Oldworth and T. G. Headley) naturally came in for much humorous comment, though the real hero was "Pa" Bremner, who had lent his son and the crew the 2½-litre Riley which they brought into 21st place on their first attempt at a Continental event. The club's president, Kenneth Poland, welcomed the guests in a lively speech to which John Eason Gibson made more than adequate response—altogether, a very good evening.

The membership of this club has risen from 150 to over 400 within the past year.

COMING SHORTLY

FEBRUARY 13.—Lancia M.C. Film show and social evening, Grosvenor House Hotel, Kidmore Road, Caversham, near Reading, Berkshire, 8 p.m.

13.—B.A.R.C. Midnight film matinée, Curzon Cinema, Curzon Street, Mayfair, London, W.1, 11.15 p.m.

13.—Citroen C.C. Annual dinner and dance, Zeeta House Ballroom, Putney, London, S.W.15.

13-14.—Yorkshire S.C.C. Yorkshire Rally, starting Harrogate, 9 p.m.

14.—Bristol M.C. and L.C.C. Full Moon Trial, Mile 3 Roadhouse, near Bristol (A38), 2 p.m.

14-15.—Peterborough M.C. Night navigation Trial, starting Bedford.

15.—**Agadir race, French Morocco.**

15.—Harrow C.C. Social run, Station Garage, Denham Green, Buckinghamshire, 2 p.m.

15.—Brighton and Hove M.C. February Rally, 296, Madeira Drive Arches, Brighton, 11 a.m.

15.—N. Devon M.C. Houlford Memorial Trial, New Inn, Muddiford, Devon, 11 a.m.

15.—M.G. Car Club (S.E.). Chilterns Trial, King's Arms, Wendover, Buckinghamshire, 10.30 a.m.

15.—Cemian M.C. Social run, Crooked Billet, Iver Heath, Buckinghamshire, 2.15 p.m.

15.—Sheffield and Hallamshire M.C. Harrison Trophy Trial, Horns Hotel, Holmsfield, Derbyshire, 11 a.m.

15.—Bugatti O.C. Prize-giving party, Welcombe Hotel, Stratford-on-Avon, 12 to 5.30 p.m.

20.—Tenby M.C. Annual dinner, Royal Gatehouse Hotel, Tenby, Pembrokeshire.

20.—Kentish Border C.C. Annual dinner, dance and prize presentation, Chiesman's Restaurant, Lewisham, London, S.E.13, 7 for 7.30 p.m.

20.—N. Midland M.C. Annual dinner and dance, Rising Sun Hotel, Bamford, Derbyshire.

21.—Riley M.C. (London Centre). Winter Rally, Norman Roundhill and Co., Ltd., Ashstead, Surrey, 1.45 p.m.

21-22.—Leeds University Union M.C. Night trial, Airport Terminal Restaurant, Yeadon, near Leeds, 7.30 p.m.

22.—**Stockholm ice race, Sweden.**

22.—North London Enthusiasts C.C. Jacobean Trophy Trial, White Horse, Hertingfordbury, Hertfordshire, 10 a.m.

22.—Morgan 4-4 Club. "Photographic rally," Sportsmans Arms, Allesley, near Coventry, 2.30 p.m.

22.—Newcastle and D.M.C. Tommy Cup Trial, Benwell House Hotel, Newcastle-on-Tyne, 11 a.m.

CLUB NEWS

North Midland M.C.—The Kitching Trophy Trial, on February 22, caters for cars complying with the R.A.C.'s 1953 trials formula. This is one of the classic trials of the year, and the 20-mile course includes every special's delight, starting and finishing at the Rising Sun Hotel, Bamford, Derbyshire. Invited clubs: B.A.R.C., Sheffield and Hallamshire, Lancashire and Cheshire, Huddersfield, London, Sunbac, Yorkshire S.C.C. (Entries close February 16; T. C. Harrison, 53-61, London Road, Sheffield.)

Incidentally, members and friends are making a weekend of it, for the club's annual dinner and prize presentation party will be celebrated on Friday evening, February 20, at the Rising Sun Hotel.

Malden and D.M.C.—Club headquarters are now at the Albert Hotel, Kingston Hill, Surrey; weekly natter every Thursday.

John Fitch, one of America's best-known sports car racing drivers, recently tried out the latest version of the Erskine Staride formula 3 racing car at Thruxton aerodrome, and was greatly impressed by its performance and handling qualities.

Devizes and D.M.C.—The annual ball will be held at the Bear Hotel, Devizes, Wiltshire, on February 27. Honorary secretary of the club is G. H. Broome, Heddington Wick, near Calne, Wiltshire.

Hants and Berks M.C.—The Blackwater Trial (March 8) caters for the "non-Specialist." With a non-chassis-breaking course which starts from the New Inn, Eversley, Hampshire, competitors will compete in open and closed car classes. (Entries close March 2; M. D. Chamberlain, 8, Worsley Road, Frimley, Surrey.)

Veteran C.C.—Highlight of the year in the veterans' activities will be the Coronation event on June 7, organized in conjunction with the Corporation of Windsor. The cars—it is hoped to show a fine assembly of all the historic *marques*—will rally for the start at Hyde Park, and then proceed to Windsor under the exigencies of a timed run. In the Royal Borough the cavalcade will form a part of the Coronation celebrations, and later, drivers may visit Windsor Castle or take a trip on the river.

West of England M.C.—Covering about 50 miles in the Tiverton area, the annual Spring Car Trial will be run on March 1. Invited clubs: Plymouth, N. Devon, Taunton, W. Hants and Dorset, Bristol, and Southsea. (Mrs. M. L. Anning, Tor Hill, Kingsteignton, Devon).

Sunbeam-Talbot O.C.—Already the club is making plans for its summer Continental holiday events: the first is the Rallye Portofino (June 20 to July 5), with a route that "does" the Burgundy vineyards, lakes and mountains of Savoie, French Alps, and the French and Italian rivieras, without forgetting to include the Italian lakes, Swiss Alps and Jura mountains of France.

The Rallye des Lacs takes in the Vosges mountains to Lake Lucerne, the Swiss Alps to Lake Maggiore in Italy, returning via the Swiss Rhône valley to Lake Geneva and the Burgundy district of France. It starts on August 15 and finishes on August 30. As far as possible, the days' runs are not convoy drives and there is no set time schedule or route from one night stop to the next. Further details from the Motorists' Travel Club, Ltd., 109, Piccadilly, London, W.1.

Loughborough College M.C.—By clever route-plotting and the use of short sections, the required 30 m.p.h. average in the rally on February 1 was almost unattainable. Navigators had a tough time with their watches and maps to locate the obscure roads in the 160-mile route in Nottinghamshire and Derbyshire. Outright winner was P. R. Wallis, in an M.G. TD. Class winners were: M.G. TC (G. C. L. Plucker), Riley (E. V. Newey). *First-class award:* M.G. TC (K. J. Kilbourn).

M.G. Car Club (S.W.)—The first of a series of social evenings was held at the Ship Hotel, Alveston, Gloucestershire, on January 31. After a colour film show of the 1952 R.A.C. International Rally, and a few slides of the Weston Rally and Kimber Trophy Trial taken by club members, Brian Shawe-Taylor entertained everyone with a talk on racing driving—both instructive and very amusing; he finished his talk by showing illustrations of the much-discussed, four-wheel drift.

Eastern Counties M.C.—With brilliant sunshine and fairly dry surfaces, the hills in the trial on January 18 were in nice trim: not too easy, but not so difficult as to make it a specials only event. Class winners were: Dellow (A. E. Cleghorn), Ford V8 (Mrs. Reeves), Ford-Austin (R. G. Playford).

Lancia M.C.—The film show tonight (February 13) is open to all enthusiasts. Programme will be "Le Mans 1952" and "Looking Ahead," starting at 8 p.m., Grosvenor House Hotel, Kidmore Road, Caversham, Reading.

Closing date for competitors' entries in the Spring Rally and driving tests, on March 8, is February 21; they should be sent to Mrs. Neil Freedman, 4H, Hyde Park Mansions, London, N.W.1. Invited clubs: B.A.R.C., Lloyd's, U.H.U.L.M.C., West Essex, London, Seven-Fifty, Chiltern C.C. Start is from the Mylet Arms, Western Avenue, Perivale, Middlesex; the course covers 60 to 70 miles.

Alvis O.C. (South-East Section).—Alvis gatherings always create interest with the *marque's* range of thoroughbred cars marking the passage of years, and in the Chiltern Rally, on February 1, the models entered varied over a span of 25 years. Competitors found that keeping within the 40-mile minimum distance and maintaining an average of 25 m.p.h. required energetic navigation and driving in the winding country lanes. The special test comprised a stop and restart on a gradient, followed by an observed hill—all on loose surfaces of about 1 in 5. Only four entrants retained clean sheets, and there was a large tea party at the finish at Beaconsfield. **Results:** 1, 12-50 (E. M. Longton); 2, Speed 20 (A. W. Hardy), and Silver Eagle (K. G. Rawlinson); 3, 12-50 (J. A. Ballard).

B.M.W. Car Club.—This newly formed club is now fully organized, with a fat bulletin, spares department, information bureau, and the beginnings of a register which even manages to trace owners to the United States. An inaugural rally will be run to the Bull's Head Hotel, Aylesbury, Buckinghamshire, on Sunday, March 1, in which all drivers of B.M.W., Bristol and post-war Frazer-Nash cars are invited to enter. After tea at the Bull's Head, there is a film show (Shell-Mex Le Mans and Formula 2 Racing), and then a B.M.W. quiz when expert "brains" will endeavour to answer all questions, and the event finishes with noggins and natters. Lunch and dinner can be arranged. (Entries close February 18; R. J. T. Hewitt, 5, St. Leonard's Court, East Sheen, London, S.W.14.)

Morgan 4-4 Club.—Starting from the Sportsmans Arms, Allesley, near Coventry, a "photographic rally" will be run on February 22. Equipment: navigator and O.S. one-inch map 132, driver and car.

The duties of honorary secretary have been taken over by S. G. Dyke, and all correspondence concerning the club should be addressed to him at Hawthorns, Sandy Lane, Newcastle, Staffordshire.

Pathfinders and Derby M.C.—The annual dinner, dance and prize presentation held recently in Derby celebrated the club's twenty-first birthday. Chief guest was A. P. R. Rolt, who proposed the toast of the club. The Mayor and Mayoress of Derby attended the function. Naturally, Donington—its past glory and hopes for the future—was much in the talk.

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IN BRIEF

In *The Autocar* of February 6 it was stated that Jaguar Cars, Ltd. had sold cars to the value of 1,340,000 dollars in the U.S.A. during 1952, thereby becoming the highest dollar earner of all imported makes. This total, however, was for November only, during which month Jaguars became the highest dollar earners.

Abingdon King Dick, Ltd., Abingdon Works, Kings Road, Tyseley, Birmingham, 11, have appointed Mr. K. N. Axten as representative for North Wales and the counties of Lancashire, Yorkshire, Lincolnshire, Nottinghamshire, Derbyshire, Cheshire, Staffordshire and Worcestershire.

A Shell-Mex and BP appointment, which took effect on February 1, is that of Mr. J. S. Trendell to assistant manager of the head office distribution department. Mr. Trendell was formerly operations manager of the north-eastern division and this post will be filled by Mr. J. F. Brodie, previously manager of the Salt End installation.

British representation for Michelin maps and guides has been taken over by the Seymour Press, Ltd., 282, Vauxhall Bridge Road, London, S.W.1. Simultaneously prices are reduced. Maps which formerly cost 3s 6d are now 2s 6d, and 9s guides are now 7s 6d. The 1953 edition of the justly famous *Guide Michelin*, covering routes, towns, hotels, and so on, in France, will appear shortly before Easter, price £1.

Only the Austin A.40 Devon model is covered by *The Gregg Book of the Austin A.40*, by Ellison Hawkes, which was reviewed in *The Autocar* of January 2. A new edition including the Somerset is being prepared. All the general and educational titles of the Gregg company have now been acquired by Cassell and Co., Ltd., 51, Russell Square, London, W.C.1, under whose imprint the next edition will be published.

Mr. L. Soulal has been appointed manager of the Birkenhead works of the Vacuum Oil Co., Ltd., in succession to the late Mr. E. R. Slater. The works comprise oil compounding and blending plants where Mobiloil and other lubricants are manufactured. Mr. Soulal joined the company in 1943. With Mobilgas and Mobil Diesel already on sale in the western counties it has been decided to bring the Bristol branch into the southern division, which is controlled from London. After 37 years' service with the Vacuum Oil Co., Ltd., of Caxton House, Westminster, London, S.W.1, as an industrial salesman, Mr. R. J. McMillan has retired.

Nuffield service weeks will be held as follows: February 23, P. G. Page, Colchester (Morris, Riley, M.G.); February 23, G. R. Burton and Son, Ltd., Grantham (Morris); March 2, J. Cockshoot and Co., Ltd., Manchester (Morris, M.G.); March 9, J. Cockshoot and Co., Ltd., Manchester (Morris, M.G.); March 16, John Pepper (Hanley), Ltd., Stoke-on-Trent (Morris, Wolseley, Riley, M.G.); March 23, Wicliffe Motor Co., Ltd., Cheltenham (Morris); March 23, Caffyns, Ltd., Eastbourne (Morris, Wolseley, Riley, M.G.).

No fewer than 662 telephone box keys lost by members were returned to the R.A.C. during 1952. One was found in the "moon rocket" in Battersea pleasure gardens, and another returned through the R.A.C. representative at Bordeaux, after being found on the Spanish border.

A book called *Sands Across the Sea* has been published by British Railways, describing Normandy and Brittany and how to get there. It costs 1s. The travel information has its emphasis inevitably on the railways, but it remains a useful guide.

A second edition of its new-style guide to hotels in the British Isles has been published by the British Travel and Holidays Association, Queen's House, St. James's Street, London, S.W.1. It is intended primarily for visitors from abroad, but a limited number are being sold in Britain, priced at 2s 6d. Details of more than 4,000 hotels are included in this latest edition, and new features include diagrammatic sectional maps of the whole country.

Ford service weeks will be held as follows: February 16, Dispatch Motor Co., Ltd., 114-118, Southwark Bridge Road, London, S.E.1; March 9, Norman Reeves (Motors), Ltd., Slough, Buckinghamshire; March 16, W. Harold Perry, Ltd., Harrow, Middlesex; and March 23, Haynes Brothers, Ltd., Maidstone, Kent.

Mr. H. Willshaw, O.B.E., chief engineer of the Dunlop Rubber Co., Ltd., has sailed for Brazil to assist in the construction near Campinas, north of Sao Paulo, of the new factory for Dunlop do Brasil and the installation of its plant. Mr. Willshaw will advise on the technical and engineering problems involved in the equipment of the factory.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16549.—18.75 h.p. Auto Union
"P.B.L."—All possible information.

No. 16550.—1927 14-40 h.p. Vauxhall
"R.H."—Any available information and experiences; also a handbook.

No. 16551.—Back Number Required
"L.M."—*The Autocar* for October 15, 1952

No. 16552.—Fiat 500
"M.C."—General information and a handbook.

No. 16553.—1934 Vauxhall Twelve-Six
"G.K."—Any available information and a handbook.

No. 16554.—1937-38 Series 4 B.S.A.
"C.B."—All possible information, hints on maintenance and a handbook.

No. 16555.—1939 15.9 h.p. Hansa
"A.H."—Details of timing, contact breaker and plug gaps, firing order, and fuel consumption. Also hints on renewing main bearings and improving performance. Handbook also needed.

No. 16556.—1934 25 h.p. Sunbeam
"T.J.G."—Hints on maintenance and a handbook.

No. 16557.—Handbooks Required
"C.E.A."—1936 Rover Fourteen.
"R.W.B."—1932 Austin Seven.
"J.F.S."—1939 Morris Twelve.
"M.L."—1933 Rolls-Royce Phantom II; 1935 1½-litre Crossley; 1939 1½-litre Jaguar.
"D.G.Q."—1938 1½-litre Riley Kestrel.
"R.H."—1934 Austin Ten.
"F.E.V.H."—1939 3½-litre Jaguar.
"T.H."—1932 Austin Seven.
"R.P."—1938 Vauxhall Fourteen.
"T.F."—Fiat 508C.
"K.McS."—1934 Austin Seven; 1935 Jowett.
"H.P."—1935 Hillman Minx.

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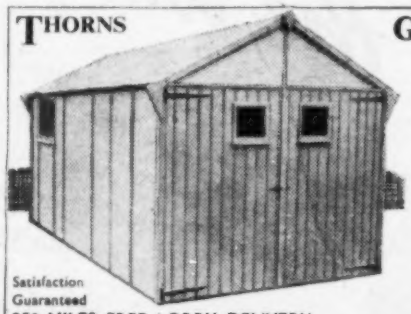

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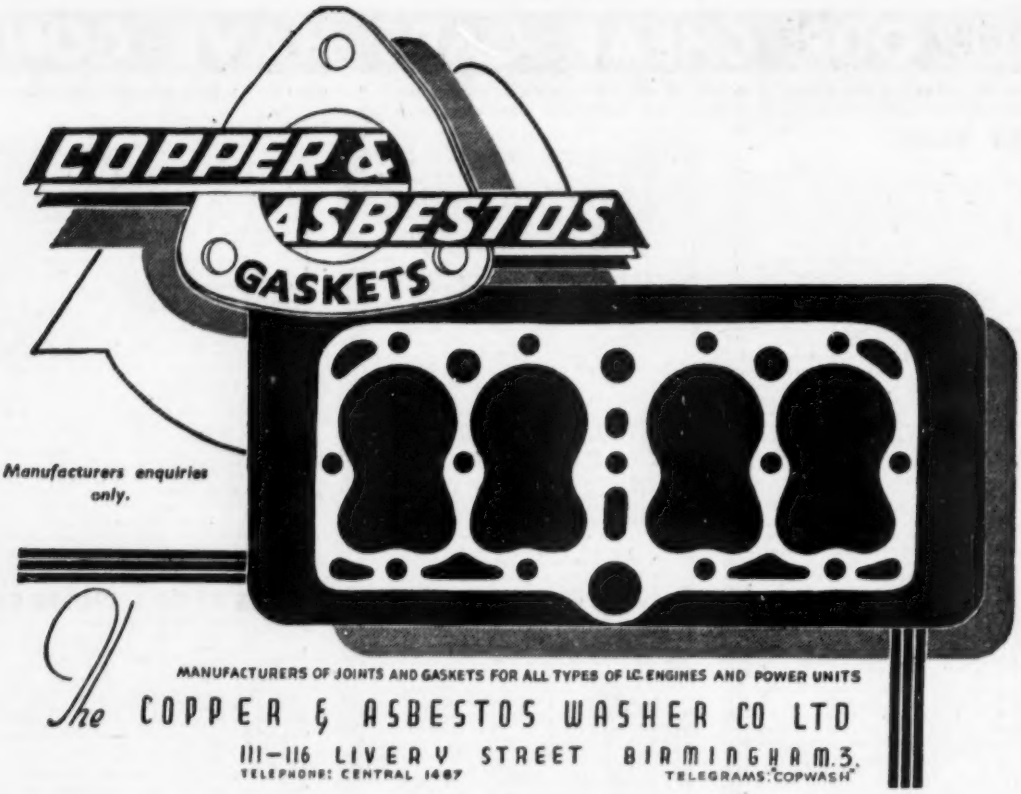

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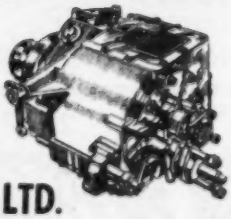

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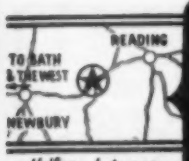

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1949 **LAGONDA** 2.6 saloon	£1,250
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1951	HUMBER Hawk Saloon, radio and heater	1,129	795	334
1950	HUMBER 27 Imperial Saloon	2,171	1,295	876
1949	JAGUAR 3½ S/Saloon	1,263	795	468
1949	JAGUAR 3½ Mk. V. S/Saloon	1,263	875	388
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1952	JAGUAR XK. 120	1,759	1,425	334
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JACK ROSE, Ltd., offer 2.3 Alfa-Romeo supercharged hard top saloon by Vanden Plas, in silver and maroon, a beautiful car, considered to be one of the finest in the country (photo on request); £625.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

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Alfa-Romeo Cars Wanted

BARTLETT, Alfa-Romeo Specialists, 27a, Pembridge Villas, W.11. [W1015

ROWLAND SMITH'S the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0915/R

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1950 saloon grey, superb throughout; £525.

1947 tourer, excellent condition; £350.

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ALLARD saloon, one week old; accept very low cash offer, or exchange Riley, Healey, Bristol or similar. —St. Helens 3900. [8422

ALLARD saloon, 1950, black with brown upholstery, as new throughout, bargain; £575.—Lifley, 25, Watford Rd., Kings Norton, Birmingham. Tel. Kin. 2627. [8354

Allard Cars Wanted

1949—50 drop head.—8, Wynford Grove, Leeds, 6. [7905

BARTLETT, The Allard Buyers, 27a, Pembridge Villas, W.11. [W1015

PRIVATE buyer requires Allard saloon.—2, Chestnut Close, N.14. Palmers Green 7052. [8257

SALES & WANTS

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MOTORISTS!
ACCOMMODATION—HOTELS GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE
See page 69

Allard Cars Wanted

WANTED.—Allard 2-seater.—Williams, "Westfield," Port Dinorwic, Caernarvonshire. [8081

ROWLAND SMITH'S, the Allard buyers.—Hampstead High St. (Hampstead Tube) Ham 6041. [0915/R

WANTED, Allard 4-seat tourer in good condition.—Booth, The Dimples, Garstang, Lancs. [8817

PERFORMANCE CARS urgently require Allard's.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

ALVIS

B. J. HUNTER, Ltd., offer:—

1949 Alvis 14 saloon, special razor-edge body; £775.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

BROOKLANDS: Alvis distributors, new 3-litre.

1952 Alvis 3-litre sports 2-seater; 250 miles.

1952 Alvis 3-litre Tickford d.h. coupe.

1951 Alvis 3-litre saloon; radio, heater.

1950 Alvis 14hp sports 2-seater; extras.

ALVIS cars examined and approved by makers.

BUY or sell your car.

103, New Bond St., London, W.1. Mayfair 8381-6. [C1019

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars" [C1046

1935 Alvis Silver Eagle saloon, exceptionally good condition throughout, seen Coventry; private; nearest £180.—Box 5274. [8249

1949 Alvis 14hp foursome de luxe coupe, grey with red leather; one owner; mileage 32,000; £695.

GEORGE FITT MOTORS, Ltd., Tankerton, Kent. Whitstable 2344. [8161

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

UNREGISTERED Alvis 3-litre sports 2-seater, silver grey, crimson leather, attractive price; exchanges considered.

1950 Alvis 14 sports saloon, heater, 20,000 miles only.

1949 Alvis 14 sports saloon, 24,000 miles.

1949 Alvis 14 drop head coupe, splendid condition, dition.

1953 Alvis 3-litre saloon, new, for immediate delivery.

JAMES H. GALT, Ltd., Alvis Distributors for Scotland, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7580. [7839

1937 Speed 25 saloon, sound, outstanding engine and mechanical condition, new tyres, 20 mpg cruising; £275.—56, Stonebridge Rd., Coleshill. [8252

1931 Alvis 12/50 2-str. tourer; recent complete mechanical overhaul, good tyres and battery; exceptional condition; taxed; £95.—Box 5250. [8144

1937 Speed 25 tourer, good condition, Servo and radio; £550 or near.—Hesford, La Mancha Farm, Halsall, nr. Ormskirk, Lancs. Tel. Halsall 46. [8272

1947 (November) Alvis T.A. 14 shooting brake, excellent condition, beige and wooden body, well upholstered, folding rear seat; £575 or nearest offer.—Tel. Oxted (Surrey) 94. [8266

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton) Ltd., Bradshawgate, Bolton (Tel. 4080) and 176 Deansgate, Manchester (Tel. Deansgate 4507). [0349/R

A VERY attractive 1937 Alvis 17 Silver Crest sports saloon, grey with maroon upholstery and wheels superbly kept; £265.—Rovs Automobiles Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3009

1948 Alvis 14hp, mechanically perfect, beautifully maintained by very careful owner, immaculate maroon cellulose, spotlessly clean, radio and many extras; 695gns.—Carr Bros., Soho Garage, Soho Sq., W.1. Ger. 6678-9. [8249

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

1948 Alvis d/coupe (Aug.), duo tone black and grey, grey leather, fitted heater, spotlamp, Windtones, new hood, reason sale new car arrived, open any inspection; £640; no dealers.—A. F. W. Woodcock, 140, Luton Rd., Toddington, Dunstable, Beds. [8270

Alvis Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St (Hampstead Tube) Ham 6041 [0941/R

PERFORMANCE CARS, urgently require Alvis's.—Great West Rd., Brentford, Middlesex. Ealing 5841; or—

107, New Cavendish St. Great Portland St., W.1. Museum 8221 [W3041

14/17hp foursome d.h. coupe, '37 to '46; full particulars, price, photo to private advertiser.—Box 5192. [8066

ALVIS 3-litre saloon, 1952-3, must be mechanically perfect, lowest price to private buyer (1948 Rover 75 available).—Box 5206. [8128

H. F. EDWARDS urgently require good Alvis for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom 9400. [W2001

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8 [0590/R

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams, Alviscar Gold London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel 5501. 'Grams, Alvis, Coventry. [0931/R

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5936-7-8 [0591/R

MANCHESTER.—Alvis repairers and spares, main agents

A. FREEMAN Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19 Rus. 2874/5. [0653/R

KINGSTON-ON-THAMES.—Sales and Service.—G. W. Wilkin, Ltd., 84, Eden St., Kingston 2241-2. [84053/R

AMERICAN CARS

CONDOR MOTORS offer:

1950 Cadillac 4-door saloon, o.h.v., hydromatic radio, covers, etc.; £2,750.—Tel. Sloane 6467. [8457

SIMPSON'S MOTORS offer:—

RHD 1952 Buick Super Riviera saloon, Venetian blue, approximately 6,000 miles.

RHD 1949 Chevrolet saloon, shell grey and smoke grey, approximately 32,000 miles, fitted all extras.

RHD 1949 Pontiac, burgundy and fuschia, fitted with all extras.

RHD 1952 Nash Rambler estate wagon, fitted radio, all extras, low mileage.

RHD 1947 Plymouth 4-door saloon, fitted radio, heater, seat covers, all extras.

RHD 1947 Ford de luxe 4-door saloon, radio and heater, colour burgundy.

1951 Chevrolet saloon, 4-door, radio, heater, seat seat covers, low mileage.

1949 50 Chevrolet with damaged body, suitable for building utility, 2,000 miles only.

1951 Oldsmobile Rocket convertible, radio, heater, covers, low mileage.

1949 Plymouth 4-door saloon, heater, seat covers, all extras.

1951 Pontiac saloon radio, heater, seat covers, all extras, low mileage.

1948 Studebaker Champion, fitted radio and heater, col ur maroon.

1952 Studebaker Champion, pastel green, approximately 5,000 miles, fitted with all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

METCALFE & MUNDY, Ltd.

ALWAYS a representative stock of carefully chosen pre- and post-war American cars.

280, Old Brompton Rd., S.W.5. Fremantle 5471 [C3064

JOE THOMPSON (MOTORS), Ltd., offer a selection of American cars.—97, Fulham Rd., S.W.3. Kensington 4856. [4028

American Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the American car buyers Wembley 8691/3903 [W4015/R

METCALFE & MUNDY will buy your American car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

JOE THOMPSON (MOTORS), Ltd., require late model American cars.—97, Fulham Rd., S.W.3. Kensington 4856. [W4028

FORD or Mercury drop head 4/5-seater, post-war, part exchange 1951 Ford Zephyr Six, 16,000 miles.—Tel. Hertford 2601 after 6 p.m. [8219

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3568 [W1027

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd. (London and district distributors), offer:—

1951 Armstrong Siddeley Whitley saloon, preselector, rad'o, spots, black, immaculate condition; £995; one week's free trial, guaranteed.—194, Gt. Portland St., W.1. Museum 1001. [C3039

1953 (January) Armstrong Siddeley Whitley saloon 200 miles; £1,350.—Weybridge 600. [C4025

ARMSTRONG SIDDELEY

GUY SALMON AUTOMOBILES offer:—

1950 Armstrong Siddeley Hurricane coupe, 12,000 miles, superb condition; £775.

1950 Armstrong Siddeley Lancaster saloon, most outstanding example (not ex-hire car); £795.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1948 Armstrong Siddeley Hurricane foursome drop head coupe, cream and red, radio, heater, plaid loose seat covers, coachwork, mechanical condition and tyres excellent, moderate mileage; £595.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

BROOKLANDS.—Individuality, new and used cars

1952 Armstrong Whitley saloon, 5,000 miles, radio, heater.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

GORDON CARS (LONDON), Ltd. for Armstrong Siddeleys.

1953 Whitley saloon, 400 miles only; £1,375.

1950 Whitley saloon, blue; £895.

1949 Typhoon saloon; £650.

GORDON House, 373, Euston Rd., N.W.1. Eus. 6611. [C2025

CAMDEN MOTORS.—Armstrong Siddeley; see our full-page advert. on page 31 of this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

1939 Armstrong Siddeley 17 saloon, guaranteed; £260; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1948 Armstrong Typhoon; £545.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

CASS'S MOTOR MART.—1950 Armstrong 18 saloon, black, heater, one owner, unblemished; written guarantee.—5 Warren St., W.1. Euston 3523. [C1040

1947 Typhoon, as new, original finish, mechanically perfect, new battery and tyres, moderate mileage, heater; £475.—40, Upfield, Addiscombe 3683. [7767

1950 Armstrong Siddeley Typhoon, nominal mileage, well maintained, pre-selector.—Arlington Motor Co. Ltd., High Rd., Waltham Cross, Herts. Tel. Waltham Cross 2760. [7889

Armstrong Siddeley Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212. [0171/R

ROWLAND SMITH.

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube) Ham 6041. [0916/R

ARMSTRONG SIDDELEY Typhoon, '47 or '48, wanted by private buyer.—Details to Box 5284. [8258

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel Sta 8000 Seven Sisters Rd, Tottenham, N.15. [0185/R

7-SEATERS 1938/39 Limousines required, 17hp/25hp, privately owned, cash waiting. Alps & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

H. F. EDWARDS urgently require good Armstrong Siddeley for immediate cash, distance no object.—Details please to 200, Great Portland St., London, W.1. Langham 0012. [W2001

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0385/R

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd

ARMSTRONG SIDDELEY owners, complete overhauls, service; 48 hours exchange engine service; prompt, guaranteed work by specialists.

PRESELECTOR gear boxes; exchanges, reconditioning.—Arcot Eng. Ltd. 169 Fulham Rd., Chelsea, S.W.3. Ken. 7501 [0644/R

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd. Addiscombe 2931. [0145

BIRMINGHAM joint distributors, spare parts from 1932.—Frank Moseley (A. S. & S.), Ltd., the Depot, Steward St., Birmingham, 19. Edg. 0916. [0548

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors. Works: Hawley Crescent, Camden Town. Tel. Gul. 4141. [0760/R

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216/7. [0602/R

ASTON MARTIN

BROOKLANDS, Aston Martin distributors, buy or sell your car.—105, New Bond St., London, W.1. [C1029

225 gns.—Aston Martin, 1932 1½-litre International sports 2-4-seater, black, cycle-type wings, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash, full details.—Friary Motors Ltd., Old Windsor Windsor 2002-3 [0197/R

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0917/R

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3 [0198/R

AUSTIN SEVEN

1937 Austin 7 saloon, in quite good condition; £150.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050

1939 Austin Big 7 4-door saloon, original condition, £225; exchanges and terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7087. [C3054

AN Austin 7 Ruby saloon, 1937, one private owner, original throughout; £165.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

175 gns.—Austin 7, 1936 Nippy sports 2-seater, green, fawn leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin buyers, Hampstead High St. (Hampstead Tube). Ham. 6041. [0918/R

AUSTIN A30

R. S. CURRIE & Co., Ltd., have for disposal on behalf of customer, 1953 (February 5) Austin A30 saloon, fawn, heater, mileage 168 only, too small for requirements; exchange for larger post-war car.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [C1065

AUSTIN EIGHT

CAR MART, Ltd.

LONDON distributors.

1947 Austin 8hp saloon, guaranteed; £365.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

B. J. HUNTER, Ltd., offer:—

1948 series Austin 8 saloon, really as new, meticulously maintained; £375.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

C.M.I. CAR SALES (Pri. 6623) offer:—

1941 Austin 8 4-door saloon, maroon, good condition; £275.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

OCTOBER (1947) 4-door de luxe saloon, grey/green, brown interior, excellent condition; £325.

PEAD BROS. MOTOR Co. (LONDON), Ltd., 56, Christchurch Rd. Colliers Wood, S.W.19 Liberty 1604. [C3048

1947 Austin 8hp, colour black, good order; £300.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181/2. [C4051

1947 (registered) Austin 8 tourer, exceptional condition; £225.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184. 10 a.m. to 7 p.m. [C1030

1947 Austin 8, very good condition, one owner.—Herbert & Mills, Ltd., Gt. Portland St., W.1. Langham 3506-7. [C2036

1946 Austin 8 4-door saloon, black, brown leather, one owner, guaranteed; £285.—Palmers, 4, Russell Gdns. Mews, Kensington. Park 9704. [C3034A

195 gns.—Austin 8, 1940 saloon, blue, good condition; taxed; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£365!!!—1947 Austin 8 de luxe saloon, in spotless and magnificent condition, undoubtedly the finest and best available at this price; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

Austin Eight Cars Wanted

C

M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952/R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0919/R

REQUIRED immediately, good Austin 8.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

AUSTIN TEN

C.M.I. CAR SALES (Pri. 6623) offer:—

1938 Austin 10 4-door saloon, black, very good condition throughout; £250.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

AUSTIN 1940 model 10hp saloon, car runs and looks excellent.—Box 5298. [8377

£99—1934 10hp Austin saloon.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1947 Austin 10 Estate body, small mileage, fitted new engine, a really useful all-purpose car in perfect running order; £580; no dealers.—Box 5266. [8262

£395.—1947 (Oct.) 10hp Austin saloon, recently reconditioned and completely renovated.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

1940 Austin 10 sln., black, exceptional order; £300.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

£55.—1933 Austin 10 4-door saloon, excellent runner, taxed, drive away.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TEN

1939 Austin 10 Cambridge 4-door saloon, recent overhaul, very sound; £270.—Kings Motors, 1, High St., Hounslow. Tel. 3523. [C2049

1937 Austin 10, black, engine just overhauled and brakes relined; £175.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 5066. [C1076

1948 Austin 10 saloon, one owner, recently recellulosed, mechanically good; £395.—Gordon Wooderson, 46a, Drewstead Rd., S.W.16. Tel Streatham 8638. [C4059

NAYLOR & ROOT.—1947 Austin 10, sun roof saloon, black, brown hide, carefully maintained; £395; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

THIS one private owner and original since new Austin 10 tourer, 1934, is considered the best in the country; see for yourself, unrepeatable at £155; also Austin 10 2-seater and saloon, in similar condition at £135, h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

1938/9 Austin 10 Cambridge de luxe saloon; this car has recently been fitted with works reconditioned engine and new set of tyres; we are at present completely recellulosing this car in black, the interior is upholstered in blue leather with carpets to match, all of which are in excellent order; this car has had only two owners from new and has been exceptionally well looked after, the original tools, etc., are with the car; this is a specimen example of this very fine and much sought after model; £250; terms.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

Austin Ten Cars Wanted

C

M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212 [0953/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0920/R

GOOD saloon wanted.—Traynor Motors, Ltd., Tel. Grangewood 2550, or 135, High St. South, E.6. [W4032

REQUIRED immediately, good Austin 10.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

WHY accept less for your Austin 10hp saloon when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008

AUSTIN A40

CAR MART, Ltd.

LONDON distributors.

1952 Austin A40 Somerset saloon, 4,000 miles; £715.

1951 Austin A40 Devon saloon, heater, 5,000 miles; £625.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

J. DAVY offers:—

1952 Austin A40 saloon, black/brown hide, one owner, 9,000 miles; £645.

1951 Austin A40 convertible, cream, radio, heater, one owner, 10,000 miles; £755.

1951 Austin A40 Countryman, green, one owner, outstanding condition; £555.

J. DAVY, 180-182, Kensington High St., W.8. Western 9641. [C1069

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1949 Austin A40 Devon saloon, pale green cellulose, beige upholstery, exceptionally well maintained, negligible mileage, fitted radio and heater, one owner; 489gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

B. J. HUNTER, Ltd., offer:—

1952 Austin A40 Somerset saloon, low mileage, positively as new; £725.—Below.

1952 Austin A40 Devon saloon, 8,000 miles only, positively as new; £675

1951 Austin A40 Devon saloon, one owner, carefully used; £625.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A40 saloon, green with brown upholstery, radio and heater, recorded mileage 16,000; £575.

1951 Austin A40 saloon, black with brown upholstery recorded mileage 14,300; £585.

836—842, High Rd., N.12. Hillside 0024. [C2027

WARWICK WRIGHT, Ltd., offer:—

1951 Austin A40 Countryman, dark green, 10,000 miles; £645.

WARWICK WRIGHT, Ltd. 150, New Bond St., W.1 Mayfair 9761 [4045

D. J. SHEPHERD & CO. (ENFIELD), Ltd.

1952 Austin A40 saloon, colour green, mileage 4,000 only, immaculate condition, taxed for year; £695.—D. J. Shepherd & Co. (Enfield), Ltd. 435, Hertford Rd., Enfield Howard 1651 [C4009

1949 Austin A40, grey 18,000 miles; £525.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

AUSTIN A40

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1950 (March) Austin A40 Devon 4-door saloon, heater, moderate mileage, one private owner, taxed; £595.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

1952 (February) Austin A40 Somerset, heater, 5,600 miles; £685.—Weybridge 600. [C4023

CAMDEN MOTORS.—Austin A40.—See our full page advert on page 31 of this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

1952 (Dec.) Countryman, 1,600 miles, quite unblemished; terms, part exchange considered.—Below.

1951 (Dec.) Devon saloon, steering column gear change, heater; £645.—Below.

1951 Devon sunroof saloon, grey/blue, heater, immaculate; £565; a selection usually available. —H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1949 Austin A40 Countryman, guaranteed; £455; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1951 A40 saloon, heater, radio, immaculate, guaranteed; £575; payments.—Vaughan 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

£600—1951 A40 Countryman, dark green, splendid order, heater and many extras.—Lawton-Goodman, 36, North Audley St., W.1. [C2022

1951 Austin A40, 4,800 miles, radio, heater; £625. —E. L. Mendel, Ltd., 85, Gt. Portland St., W.1. Lan. 2261/2. [C3067

£700—1952 A40 Somerset saloon, heater; part exchanges.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

AUSTIN A40 Countryman, 1951 (March), absolutely new condition; 10,000 miles; private owner; £595.—Brett, 353, Norwood Rd., S.E.27. Tul. 6601. [8123

1948 (Oct.) Austin A40 Dorset saloon, green, beige leather upholstery, sun roof, heater, loose covers, a really immaculate car; £425.

W. J. BROWN, Ltd., Established over 30 years.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

1951 A40 Devon saloon, mist green, private only; £565.—Cooper, 102, The Woodlands, N.14. Ent. 4622. [8325

1952 Somerset saloon, grey, radio and heater, Trico screen washers, 3,000 miles; £730.—Jack Olding & Co., North Audley St., W.1. Mayfair 5242. [C3030

£535—1950 Austin A40 saloon, one owner; another 1951; £635.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477/8. [C2055

1951 (Dec.) Austin A40 GS3 Devon, radio, heater, steering gear shift, 12,000 miles, like new throughout, supplied and regularly serviced by us; £625. Also:—

1952 (May) A40 Somerset, 3,500 miles, as new; £695; many others, exchanges, deferred terms. —John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

1951 Austin A40 Devon, perfectly maintained since new, extremely smart appearance, reliable and economical; 520gns.—Carr Bros., Soho Garage, Soho Sq., W.1. Ger. 6678-9. [8347

NAYLOR & ROOT.—1950 Austin A40 saloon, black/beige, sun roof and heater, superb condition throughout; £545; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1949 (October) Devon de luxe, sun roof, grey/blue, heater, new battery, regularly serviced, just recellulosed, under 14,000; £550.—"Windwards," The Glade, Kingswood, Surrey. Mogador 2716. [8311

1951 (Sept.) Austin A40 Devon saloon, seal grey, brown upholstery, one owner, low mileage, taxed, excellent condition; £595.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. 4014. [C2038

1949 (December) Austin A40 sunshine saloon, low mileage, fitted heater, exceptional opportunity; £515; terms, exchanges.—Bradstock Motors, Chase Rd., Epsom. Tel. Epsom 633. [8353

1950 (May) Austin A40 Devon saloon, 17,000 miles only, one owner, finished grey, blue leather, fitted with heater, absolutely immaculate; £575; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley Station N.2. Tudor 2301-2. [C3018

1948 A40 Devon, black, fawn upholstery, sun roof, radio, heater, one owner, 1,500 after new engine; £425; any trial.—Bland, c/o B.E.C., 21, Tothill St., S.W.1. Whi. 9827. [8326

1951 Austin A40 Countryman, heater, one owner, 13,000 miles only since new, immaculate condition; £575; 3 months' written guarantee.—Brown's Garage, Loughton (Essex), 4119. (Tube.) [C1034

1950 (September) Austin A40 Devon, 18,500 miles, sliding roof, bottle green, brown leather, heater, radio; condition perfect; £550.—Stevens, 1, Dunchurch Rd., Oldhall, Paisley. Halfway 4189. [8118

1951 Austin A40 saloon, grey/blue, immaculate condition, 10,000 miles, £595; another, colour black, s/column, gear change, £625.—British & Colonial Motors, Ltd., 13/14, Upper St. Martins Lane, W.C.2. Temple Bar 3588. [C1027

1949 Austin A40 Devon saloon, mist green beige upholstery, export equipment, sunshine roof, heater, left-hand drive, new battery, five tyres almost unworn, taxed year, one owner, well maintained; £475. —8, Murdoch Rd., Wokingham. 84. [8310

495gns.—Austin A40, September 1949, Devon 4-door saloon, grey, sliding head fawn upholstery, heater, one owner, unused spare, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

AUSTIN A40

EXCEPTIONAL A40!!—1949 Devon saloon, sun roof, heater and radio, comprehensively overhauled during 1951 including new Somerset engine, clutch and brakes, fitted with oversize tyres and repainted in dark metallic grey, numerous extras; a very unusual and attractive car at £535.—For an appointment to view tel. Vandervell Bros. Ltd., Primrose 4441. [C4037/1

AUSTIN sports 1952 A40, cream with red leather upholstery, one owner only, mileage 12,000, guaranteed genuine, fitted with innumerable extras, including 35gn radio, heater, demister, twin Lucas Flatbeams, badgebar, chrome rimbellishers, nylon plaid loose covers, twin wind mirrors, 8700 head lamps, etc., etc., cost over £1,000, taxed; £645.—Tel. Birmingham South 3018. [8431

Austin A40 Cars Wanted

T

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CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297 Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [0957/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube) Ham 6041 [0912/R

A40 wanted.—132, Hinton Ave., Hounslow 7577. [W2031

COUNTRYMAN A40 utility wanted.—45, Shirehall Park, N.W.4. Hendon 1646. [8165

DEVON, small mileage, no dealers, full particulars.—Elmes, 24, Argyle Rd., Ilford. [8356

AS new, post-war Austin A40 required.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day) [0725/R

SOMERSET wanted privately, lowest possible mileage.—685, Durham Rd., Gateshead-on-Tyne. Tel. 75532. [6173

TURF MOTORS OF FRIZINGHALL, Bradford, will always buy Austin A40 saloons from private owners. —Write details or tel. Bradford 41337 [6825

WHY accept less for your Austin A40 saloon or Countryman when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008

AUSTIN TWELVE

CAR MART, Ltd.

LONDON distributors.

1947 Austin 12hp saloon, guaranteed; £525.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1936 Austin 12hp Ascot de luxe sunshine saloon, black, brown hide upholstery, Easyclean wheels, above average for year; £225.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

£245—Austin 12/4 1939 saloon, excellent condition throughout.—Shepherd's Bush 5676. [8421

1940 Austin 12 saloon, black, red leather, one owner, excellent order, same appearance as post-war model, 3 months' guarantee; £295.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1939 (April) Austin 12 saloon, good condition throughout taxed; £275.—91, Garratt Lane, Wandsworth S.W.18. Battersea 5770 [8048

1940 Austin 12, immaculate condition; £295.—Kirkdale Cars, 319a, Kirkdale, S.E.26. Sydenham 6129. [8370

£225—Austin 12 saloon 1939, black, brown leather, reconditioned engine.—Burkes Motors, 295, Lewisham High St., S.E.13 Tel Lee 1051. [C1032

£125—1936 model Austin 12, black with brown upholstery, good tyres; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

1946 (Nov.) Austin 12 saloon, one owner since new, black, brown leather upholstery; £595. —L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

Austin Twelve Cars Wanted

C

M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212 [0954/R

1947 Austin 12 wanted privately, must be specimen. —3, Hartland Close, Edgware 8254. [8180

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921/R

AUSTIN SIXTEEN

DICKS.

1937 Austin 16 saloon, special weather body; £195

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1078

1948 Austin 16, splendid condition; £415; terms, exchange.—Kirkdale Cars, 319a Kirkdale, S.E.26 Sydenham 6129. [8369

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SIXTEEN

£525—1949 Austin 16 saloon, brown leather, sun-roof, interior heater, exceptional condition and low mileage, terms and exchanges.—JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036

1939 Austin Goodwood saloon, excellent; £195.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8694. [C3059

1949 Austin 16 saloon, radio, heater, sliding roof, moderate mileage, splendid condition; £525.—Mayfair 3690. [C2030

1946 Austin 16, excellent condition, one owner; £375.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. (Ham. 2254.) [8378

1949 Austin 16 saloon, grey, in excellent order throughout; £450.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050

NAYLOR & ROOT.—1948 Austin 16, sun roof saloon, black, brown hide, heater; £495, written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

£545!!!—1949 Austin 16hp saloon, black, brown leather, radio and heater; also 1948 at £465.—Vandervells 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

1947 Austin 16 saloon, sliding head, black, brown upholstery, one owner, good tyres, genuine bargain; £395.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. 6014. [C2036

£195, or £85.—1937 Austin 16, black, Gordon limousine, brown hide, spotless condition, excellent runner.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£545!!!—Specimen condition 1949 Austin 16 saloon, look inside, it's like brand new, drive it, it's magnificent; if you see this vehicle you must buy it; 3 months' guarantee, hire purchase, exchanges.—LAMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

HIRE Limousine 1951, partition, forward occasionals, leather, small mileage, wonderful condition. £795. (Fifty Limousines—Lists Posted). Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006/1

1948 (September) Austin 16hp de luxe saloon, in black with light brown hide interior, radio and heater, taxed year, beautiful car, small mileage; £495.—Southwinds, Smugglers Walk, West Worthing, Sussex. Goring-by-Sea 42151. [C4027

HEARSE 1952 streamline 6-Bearer also Deck DeLuxe Coachwork, bargain value, illustrated brochure despatched. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Austin Sixteen Cars Wanted

THE CAR MART, Ltd.,
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212.
[0955/R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922/R

AUSTIN A70 & A90

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1950 Austin A90 all electric convertible coupe, beautifully maintained from new, fitted radio and heater, loose covers and various other extras, late property of a well-known dance band leader; 67gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.—RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

CAR MART, Ltd.
LONDON distributors.

1953 Austin A90 saloon, heater, 100 miles; £1,050.

1952 Austin A70 Hereford saloon, heater, 3,000 miles, £875.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

WARWICK WRIGHT, Ltd., offer:—

1951 Austin A70 Hereford saloon, blue, heater, 5,000 miles; £825.

1952 Austin A90 Atlantic saloon, black, heater, 5,000 miles; £935.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1951 Austin A90 hardtop saloon, black with heater, one owner; £765.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

1952 Austin A90 Atlantic saloon, black, red leather, one owner, 3,000 miles only; £895.

RIFOO, Ltd. (Austins purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2852. [3052

AUSTIN A70 & A90

DAGENHAM MOTORS, Ltd., offer the following car:

1952 Austin Hereford, green/brown, 4,000; £865.

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388, and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1951 (June) Austin A90 saloon, radio, heater, 10,000 miles.—Weybridge 600. [C4023

1950 A90 power-operated convertible coupe, cream, red leather upholstery, fast and attractive car; £695.

BIRKETT MOTORS, Ltd., 72-74, High Rd., South Woodford, E.18. Buckhurst 3766. [C1021

1951 (July) Austin A90 sports saloon, black and beige, radio and heater, one owner, superb condition; £745; exchanges.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

£750.—1951 Austin Hereford saloon, 9,000 miles, radio, heater; deferred terms and exchanges.—Autowork, Ltd., Winchester. Tel. 4854. [C1010

1951 (October) A90 saloon, black, 16,000 miles, immaculate; £725.—Scott Cars, 347, Finchley Rd., London, N.W.3. Hampstead 2190/8676. [C4016

1951 (Nov.) Austin A70 Hereford saloon, 7,000 miles, many extras; £795.—C. A. Peto, Ltd., 42, North Audley St., London, W.1. Mayfair 3051. [C3043

1952 (Nov.) A90 Austin saloon, twilight blue, 2,000 miles only; £975.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

JACK ROSE, Ltd., offer 1951 Atlantic saloon (hard top), almost as brand new, spare unused; accept £775.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1952 A90 sports saloon, black, 205 miles only, unblemished; terms, part exchange considered.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004/1

1952 Austin A90 saloon, 8,000 miles, H.M.V. radio, heater, loose covers, literally as new; £845.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Pol. 2100. [8229

11000 miles.—1951 Hereford, one owner, radio and heater, unmarked; £725, terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

1952 Hereford saloon, beige, heater, 870 miles only, quite unblemished; terms, part exchange considered.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1952 Austin A90 Atlantic saloon; new and unregistered for less than £370 deposit if a part exchange transaction.—David Robinson, Ltd., 47, St. Peter's St., Bedford. Tel. Bedford 61475. [8130

ROSE & YOUNG, Ltd., offer 1953 Austin A90 Atlantic saloon, 100 miles only, fitted radio and heater; £1,035.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

1951 Austin A90 convertible power-operated coupe, bottle green, natural pig skin interior, one owner, radio, heater, spotless; £695, or £235 deposit.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1951 series, Austin A70 saloon, heater, blue, genuine, 13,000 miles since new, one owner, practically as new, three months' guarantee; £650.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [C2050

Austin A70 and A90 Cars Wanted

THE CAR MART, Ltd.,
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212.
[0953/R

RICHARDS & CARR buy A90s.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0391/R

WANTED, A90 convertible, must be reasonable.—Pringle, Whittle, Throston, Morpeth, Northumberland. [8318

Austin Eighteen Cars Wanted

CMT THE CAR MART Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956/R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924/R

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925/R

1938/39 privately owned Limousines also 7-passenger Saloons, urgently required. A. & S., 2, Providence Court, North Audley Street. Mayfair-2941. [W1006

AUSTIN TWENTY-EIGHT

A & S Limousine 1939 Ranelagh partition, forward occasionals, leather, wonderful condition, mileage negligible, exceptional bargain; £595. Also

LIMOUSINE 1950 Sheerline, partition, 7-forward black, mileage 9,000, superb condition. £1185.

HEARSE 1952 streamlined DeLuxe Coachwork 5-door 6-bearer, lavishly equipped, bargain value, (illustrated brochure despatched). Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

AUSTIN A125 & A135

ACRES offer:—

1949 Austin Sheerline saloon, finished in grey with leather upholstery to match, speedometer reading 19,000, undoubtedly genuine, carefully used and maintained, and in truly magnificent condition throughout; value for money at £895. Also choice of two 1950 and one 1951 models.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211/2. [C1002

B. J. HUNTER, Ltd., offer:—

1949 Austin Sheerline saloon, immaculate car, fitted numerous extras; £850.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

TOM GARNER, Ltd., offer:—

1953 series Austin A125 Sheerline saloon, grey with grey leather, 300 miles only; £300 below list price.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. A. SAUNIÆRS, Ltd., offer:—

1950 Austin Sheerline saloon, black with brown upholstery, radio and heater, recorded mileage 15,100; £895.

836—842, High Rd., N.12. Hillside 0024. [C2027

ROSE & YOUNG, Ltd., offer:—

1952 Austin A125 7-passenger Sheerline limousine, 9,000 miles only, ex-property of titled owner, whole car as new, finished throughout in leather, black; £1,495.

1950 Austin A125 Sheerline saloon, 15,000 miles only, immaculate, black; £895.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

PHILIP RICKARDS, Ltd., offer:—

1952 Austin Princess saloon, black/brown, 2,400 miles; part exchanges; deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

1952 (October) Austin Princess saloon, 2,400 miles.—Weybridge 600. [C4023

1949 Sheerline saloon, black, fawn leather; £775.—Roy Galway, Ltd., 21, Farm St., Berkeley Sq., W.1. Grosvenor 4747. [8425

1950 Austin Princess saloon, list price £2,500; accept £1,050.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

1952 Sheerline saloon, 250 miles only, unblemished; terms, part exchange considered.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

AUSTIN Ranelagh limousine, 1936, 7-seater, face forward occasionals, excellent condition, ready for immediate use; £285.—Webb's, 41, Wolverhampton St., Dudley. Tel. 2101. [8396

GUY ALFREDS & Co., Ltd.—1953 Sheerline, 300 miles guaranteed, £350 under list; 1948 Sheerline, as new, one private owner, all extras.—6-7, Warren St., W.1. Euston 3266. [C1005

1953 A125 Austin Sheerline 7-seater limousine, with division (latest type) leather trim, mileage under 1,000; £1,850; any car taken in part exchange.—Mann Egerton & Co., Ltd., 5, Prince of Wales Rd., Norwich. Tel. 20481. [8186

£885, or £300 deposit; Austin Sheerline de luxe saloon, definitely one of the best examples available, one owner, chauffeur driven and maintained, definitely immaculate, radio, heater, demister, windscreen washers, grey with hide interior to match, 25,000 authenticated miles, highly recommended.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Austin A125 and A135 Cars Wanted

THE CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1
TELEPHONE: Euston 1212.
[0952/R

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0926/R

SLOCOMBE'S, Ltd. Willesden 4869.

WE wish to purchase clean and genuine Austin cars.—38/52 Dudden Hill Lane, N.W.10. [W4017

AUSTINS wanted.—Smith's, 86 Chalk Farm Rd., N.W.1. Gul. 2767. [0822/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Miscellaneous Cars Wanted

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham N.15. [0598/R

HATTONS, of Lord St., Southport, will buy Austins, 1938 to 1950, 8 to 16hp, in condition above average. [0788/R

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel Weybridge 233 [0541/R

H. F. EDWARDS urgently require good Austin for immediate cash; distance no object.—Details please to 26, Upper High St., Epsom 9400. [W2001

Austin Spares and Service

A FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available.—Wimbledon Motor Works, Ltd., Main parts stockists, 29, High St., S.W.19. Wim. 0123. [0414/R

NORMAND, Ltd.,

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0223

C. G. NORMAN & Co.,

AUTHORISED Austin main spare parts stockists service, spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R

THE CAR MART, Ltd.

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500), and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6717), and 382, Streatham High Rd., S.W.16 (Streatham 7751). [0160/R

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84. [0305/R

AUSTIN 7 spares, any year, any part; largest stockists in U.K., exchange units.—Try Northwood's first.—45-47, Newington Causeway, S.E.1. Hop. 2852/2820. [0729/R

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamos, etc.; s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0448/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longbridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel.: Feltham 4274-5. [0599/R

PRYNN & STEVENS, Ltd., the South London Austin depot; full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184/R

BENTLEY (3½, 4¼-litre and New 4½-litre)

CMCAR MART.

1952 (Sept.) Bentley sports saloon, with large type luggage boot, grey with red leather upholstery, 4,000 miles; £4,650.

1936 (57) Bentley 4¼-litre Park Ward saloon, black with grey leather upholstery, guaranteed; £1,075.—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3454. [C1039

RIPPON

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RIPPON BROS., Ltd.,

THE leading Northern Bentley specialists.

HAVE a very fine selection of post-war Bentley cars from £2,350

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0906/R

EXCHANGE or sell.

BENTLEY 4½ 1952 saloon, silver with pale blue hide, 15,000 miles.

BENTLEY 4¼ 1936 4-seater drop head.

BENTLEY 4¼ 1937 saloon.

BENTLEY 3½ 1936 saloon.

REASONABLE offers, cash, terms or exchanges.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43546. [C4024

COACHCRAFT offer:—

£495 Bentley 3½ razor-edged sports saloon, January 31, 1935 delivery, very fast and distinctive example in excellent mechanical order; 3 months' guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

JACK OLDING OF MAYFAIR.

OFFICIAL Bentley and Rolls-Royce retailers offer:

NEW (large bore) Mk. VI Bentley with Freestone & Webb owner-driver saloon coachwork for early delivery.

1952 (April) 4½-litre (large bore) Bentley standard saloon, under 6,000 miles; £3,750.

1949 Mk. VI Bentley power-operated coupe by Park Ward, £2,950.

1947 Mk. VI Bentley H. J. Mulliner saloon; £3,250

AUDLEY House, North Audley St., W.1. Mayfair 5242-3-4 [C3030

RUSSELL MOTORS offer:—

1938 4¼ Bentley L3 series Park Ward 4-door saloon, black with blue leather, exceptional car; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

BENTLEY (3½, 4¼-litre and New 4½-litre)

JBJACK BARCLAY, Ltd.,

LARGEST official retailers of Rolls-Royce and Bentley.—Please write for stock list; example, 1951 (August) power-operated drop head coupe by Park Ward, black with red leather upholstery, mileage 18,000, price £4,250.—Jack Barclay, Ltd., Berkeley Square, London, W.1. Tel. Gros. 6811 or May. 7444. [0065/R

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Bentley cars.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.1. Tel. Kensington 6642 (5 lines). [C3047

TAYLOR & CRAWLEY offer:—

1940 Bentley 4¼-litre overdrive with lovely Windover sports saloon, excellent history; £1,595.

1950 Bentley Mark VI standard steel saloon, 31,000 miles, in really beautiful order; £2,795.

1938 Bentley 4¼-litre sports coupe by Vanden-Plas, specially built for motor show, many extras; beautiful car; £1,125.

1948 Bentley (Sept.) Mark VI P.S.C. saloon, beautiful maintenance history, many extras including picnic tables, etc.; £2,150.

48 Kensington Court, W.8. Wes. 6015. [8439

MANN EGERTON & Co., Ltd., offer:—

1952 Bentley Mk. VI 4½-litre (big bore) steel saloon, finished in black and tudor grey, with grey leather upholstery, mileage 15,000.

14 Berkeley St., London, W.1. Regent 2073. [C2026

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The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

For second-hand cars, either for sale or wanted, "THE AUTOCAR" IS

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GUY SALMON AUTOMOBILES, offer:—

1936 Bentley 3½-litre Park Ward foursome coupe, excellent history; £895.

1935 3¼-litre Bentley Park Ward saloon, £500 recent overhaul; £875.

1934 Bentley 3½-litre Park Ward 4-door saloon; this car must be seen and tried to appreciate its very exceptional condition; £795.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1936 (August) 3½ razor-edged sports saloon, engine overhauled, outstanding car.

R. C. MORTLAKE, 255, Kensal Rd., London, W.10. Arnold 4606. [C3017

CAMDEN MOTORS.—Bentley; see our full-page advert. on page 31 of this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1055

4¼ overdrive Mulliner saloon, completely reconditioned; photo on application.—New Cross 0224. [6400

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley repairers and retailers offer at keenly competitive prices the following:—

1951 Bentley Mark VI standard steel sal., dark green, one owner, regularly serviced and carefully driven, a really superb car; £2,950.

1950 Bentley Mark VI James Young 2-door sal., dark green, one owner, a really beautiful car; £3,450.

1949 Bentley Mark VI standard steel sal., black, maintained regardless of cost; £2,575.

OFFICIAL Retailers and Repairers, 18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth. Tel. 1272. Officially appointed Bentley retailers and repairers; reliable used cars in stock. [6059

1936 delivery 4¼-litre Bentley Park Ward steel saloon, black, brown leather, heater, demisters, screen washers, exceptional bargain; £860.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/9478. [C3035

BENTLEY (3½, 4¼-litre and New 4½-litre)

1935 Bentley 3½-litre sports saloon, offers, or exchange 1936/37 Rolls, body immaterial.—Taylor, Auto Service, Willsons Rd., Ramsgate. [8193

1936 Park Ward 4-door 3½-litre Saloon, boot, leather, good history, carefully maintained, excellent bargain value. Below

1947 Bentley Mark VI steel Saloon, black, mileage 50,000, delightful condition, excellent history, £2045. Alpe & Saunders, Providence Court, North Audley Street. Mayfair 2941. [C1008

1950 (June) 4¼ standard steel saloon, black with beige leather, H.M.V. radio, twin speakers, total mileage 24,000, car immaculate throughout; £2,650. Robbins, East Putney. Tel. 4581. [6097

1951 (May) Bentley Mark VI standard saloon, black with beige hide upholstery, radio; nominal mileage; one owner; beautiful condition; £2,950.—Robinson, 47, St. Peters St., Bedford 61375. [8129

NEW (4½-litre) type Bentley standard sports saloon (chassis No. B.65R), first registered October, 1952, finished midnight blue, mileage under 1,000.—H. H. Timberlake, Ltd., Library St., Wigan. (Tel. Wigan 3451.) [8234

1938 Bentley 4¼-litre by Van Vooren of Paris, two owners only, complete Bentley history available, a truly magnificent vehicle which must surely be one of the finest pre-war Bentleys on offer to-day; £1,175.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

H. A. FOX & Co., Ltd., officially appointed Rolls-Royce and Bentley retailers, always have available a full range of secondhand Mark VI Bentleys in first-class condition.—8/5, Burlington Gardens, Old Bond St., W.1. Regent 7687. [8135

ROSE & YOUNG, Ltd., offer: 1934 (September) Bentley 3½-litre Thrupp & Maberly drop head coupe, fitted radio and several extras, excellent order throughout; £650.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

1950 (June) Bentley 4¼ saloon by Freestone & Webb, black with fawn leather, radio, heater and many extras, taxed for 1953, one owner only, mileage 17,000, guaranteed as new, cost over £7,000; offered at £3,750, part exchange and hire purchase arranged.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431/2. [C3011

BENTLEY (PRE 1931)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

1927 3-litre Red Label, short chassis with 1934 drop head foursome body by Corsica in outstanding condition throughout; £550 or would consider smaller car in part exchange.—Tid. 1031, after 7. [C4042

Bentley Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3454. [0068/R

CLARK & LAMBERT Ltd., require

BENTLEY 1950/51 model low mileage saloon.—Trinity Place Garage, Eastbourne. Tel. Eastbourne 4660/7. [7955

BARTLETT.—Bentley saloon 1934/36 urgently required.—27a, Pembridge Villas, W.11. [W1015

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0927/R

MARK VI Bentley wanted, 1947-'50.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 556. [8222

PERFORMANCE CARS, urgently require Bentley's.—Great West Rd., Brentford, Middlesex, Ealing 8641; or—

107 New Cavendish St., Great Portland St., W.1. Museum 6221 [W8041

£1500 offered for post-war Bentley.—Details to Sawell, 4, Ludgate Circus, London, E.C.4. Central 4355. [8426

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St. Midland 2437. [0857/R

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel Weybridge 233 [0540/R

JACK OLDING, official retailers and repairers, are interested in the purchase of good used cars.—8, North Audley St., W.1. Mayfair 5242. [W3080

MARK VI Bentley saloons or drop head coupes.—Full particulars to R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431/2. [W3011

WANTED to purchase good 1947 or 1948 Mark VI Bentley saloon, from private owner, must be low mileage.—Robinson, Elm Copse, Woodlands Rd., Great Shelford, Cambs. [W3052

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0592/R

BENTLEY owners, it will pay to contact Buckland Body Works, Ltd., Buntingford, Herts, if you are contemplating repairs or renovations to coachwork; complete retrim, cellulosing, general attention all round; more than keen estimates; purchases considered. [7819

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Bentley cars servicing or complete overhauls, mechanical or coachwork; large stock of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (6 lines). [0624/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bentley Spares and Service

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.
SHOWROOMS: 18 Berkeley St., W.1. Mayfair 6266.
SPARE parts.
SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0595/R

JACK OLDING, official retailers and repairers reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection. 18, Providence Court, W.1. [83030/R

ALL spares and replacements for pre-war Rolls Bentleys; full repair service at most reasonable prices.—Comptons, 69, Westow St., Crystal Palace. Tel. Livingstone 3362. [0062/R

B.M.W.

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

B.M.W. Cars Wanted

TYPE 55 B.M.W. 2-str. sports wanted in good condition.—Particulars and price to Sutherland, 11, Huntsman Rd., Sheffield, 9. [8397

BOND MINICAR

BOND Minicar, 1952, maroon, mileage 3,000; price £225.—Mulkern, Romford. Ingrebourne 3550. [8067

Bond Minicar Wanted

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251 [0543/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.
RAYMOND WAY, of Kilburn. [0827/R

BRISTOL

KEVILL-DAVIES & MARCH, Ltd.,
OFFICIAL Bristol retailers.
41—52 Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [0296/R
BROOKLANDS.—Individuality, new and used.
1950 Bristol 402 coupe, many extras.
103, New Bond St., London, W.1. Mayfair 8351-6. [C1029
ANTHONY CROOK offers:
1951 401, perfect.
1950 402 drop head (detachable hard-top optional extra).
1949 400, recently completely overhauled by us.
OTHER cars, available shortly being extensively checked over in our specially equipped works.
ANTHONY CROOK, leading distributors of Bristol cars since their inception. Caterham Hill, Surrey. Tel. 2252/3. [C1063

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—60, Piccadilly, W.1. Grosvenor 4141. [0618/R

FOR sale.—1948 Bristol 400 saloon, blue, chrome wheels, perfect condition; £1,025.—Box 8272. [8253

1950 Bristol 401 saloon, works maintained, beautiful condition; £1,595.—Taylor & Crawley, 48, Kensington Court, W.8. Wes. 6015. [8440

1949 (Feb.) Bristol 400 saloon, beautiful condition, many extras and modifications; £1,395.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

1952 Bristol Model 401, 900 miles; £2,500.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1948 Bristol 400 saloon, black, fitted radio, heater, twin spotlamps, rear wing fairings, etc., completely gone through by the works last year, beautiful condition throughout; £1,050, or exchange.—Harrowside Motors (Bpl.), Ltd., Harrowside, Blackpool, S.S. Tel. 41157. [8201

Bristol Cars Wanted

PERFORMANCE CARS, urgently require Bristol's.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—
107, New Cavendish St., Great Portland St., W.1. Museum 8221 [W3041

BARTLETT.—Bristol 400 saloon urgently required.—27a, Pembridge Villas, W.11. [W1013

A.F.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [0476/R

British Salmson Spares and Service

ST. JAMES' GARAGE, Cheam Rd., Sutton, Surrey, for repairs and spares; sole spare stockists.—Vigilant 2206/7. [7482

LEADING distributors.—All spares and services in specially equipped works; collection and delivery anywhere.—Anthony Crook, Caterham Hill, Surrey. Tel. 2252/3. [81063

B.S.A.

225 gns.—B.S.A. Scout, 1939 Series 6, 10hp sports 4-seater grey, maroon leather, new hood and side-screens, very good condition; terms, exchanges.—Rowland Smith, below:—
195 gns.—B.S.A. Scout, late 1939 Series 6, 10hp sports 2-seater green, cream wheels, green leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube) Hampstead 6041. [C4018

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0928/R

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model) spares; comprehensive stock; wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R

BUGATTI

CHOICE of two 5-litre Bugattis, one two owners only; offers.—Turner, Scalby 138. [8120

T57 S.—A rare opportunity to acquire one of these fabulous cars; £1,050.
BUGATTI coupe, 180bhp, 110mph; £1,250.—J. Lemon Burton, 3, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0828/R

BUGATTI type 57 drop head 4-seater; £650 o.n.o.; exchange A40 sports, A90 convertible, etc., drop head preferred.—Box 5229. [8147

ONE of the rare type 46S Bugatti 2-door fixed head coupe, maintained regardless of expense by a Bugatti enthusiast, recent £400 overhaul; £950.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 3, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0071/R

BUICK

ACRES offer:—
1938 Buick 8 double enclosed limousine, finished in black, with cord upholstery, fitted covers, this magnificent vehicle has been beautifully kept and maintained and must be a bargain at £295.
ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211/2. [C1002

PARADE MOTORS (MITCHAM), Ltd., offer:—
1937 Buick saloon, black, radio, leather upholstery, this car is in outstanding condition throughout; £295.
PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3036

SIMPSON'S MOTORS, offer 1952 Buick (r.h.d.)—Full list see under "American Cars." [C4015

1937 51hp saloon, blue with leather, genuine mileage only 22,000, exceptionally carefully used; £325.—Campbell Symonds, Wembley 6262. [C1037

1938 Buick Viceroy saloon, 59,000 miles, in excellent condition; £225.—Peter Bancock Car Sales, 104 High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

EPSOM.—£175; Buick saloon, maroon, 1934 N.A. model, very low mileage, almost as new throughout, independent front suspension and 2 spare wheels; ideal hire or estate car.—The Woodcote Motor Co., Ltd., Epsom 1234. [7749

Buick Cars Wanted

JOE THOMPSON MOTORS require late model Buick cars.—97, Fulham Rd., S.W.3. Kensington 4858 [W4028

SIMPSONS MOTORS (WEMBLEY), Ltd., the Buick buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

H. P. EDWARDS urgently require good Buick for immediate cash; distance no object.—Details please to 128, Upper High St., Epsom 9400. [W2001

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0304/R

7-SEATERS private 1937/38 Limousines required, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941 [W1006

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

1950 Cadillac 4-door saloon, ohv Hydramatic, radio, covers, etc.; £2,750.—Condor Motors, Sloane 6467. [8456

7800 miles.—Cadillac "62" 4-door saloon, dark blue with grey upholstery, hydramatic, automatic radio, heater, white wall tyres, first registered December, 1950, quite immaculate.
JAMES H. GALT, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7596. [7837

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers. Wembley 8691/3903. [W4015/R

JOE THOMPSON MOTORS require late model Cadillac cars.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London W.1. Regent 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

OVERSEAS CARS, Ltd., offer:—
1946 Chevrolet Fleetmaster saloon, radio, heater and loose covers, excellent condition; £675.
OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3031

BROOKLANDS.—Individuality, new and used.
1950 Chevrolet Styleline de luxe 2-door saloon.
103, New Bond St., London, W.1. Mayfair 8351-6. [C1029
1952 Chevrolet saloon, de luxe, right hand drive, radio, etc., immaculate condn., guarantee given.
CHOICE of other Chevrolets in stock.
BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties), 15/16, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

CHEVROLET

SIMPSON'S MOTORS, offer: choice of several Chevrolets; full list see "American Cars." [4015
1947 Chevrolet 4-door saloon, radio, loose covers, twin spotlights, winking traffic lights, exceptional condition; £450. Tel. Sev. 7393, evenings. [8262
1951 model Chevrolet 4-door de luxe saloon, fitted power glide, radio, heater and defroster, nylon loose seat covers, finished twilight blue, mileage 13,000.—Pearson's of Liverpool, Ltd., 3-5-7, Shaw St., Liverpool, 6. North 1246-7-8. [8189

Chevrolet Cars Wanted

JOE THOMPSON MOTORS require late model Chevrolet cars.—97 Fulham Rd., S.W.3. Kensington 4858. [W4028

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chevrolet buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027/R

CHRYSLER

1934 26hp saloon, total mileage 67,000, engine reconditioned 3,000 miles ago, one careful owner since new, snip; £125.—Campbell Symonds, Wembley 6262. [C1037
£345 or £115 deposit—1939 Chrysler 20hp Wimbledon de luxe saloon, maker's new engine (recepts available), superb condition throughout.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.,
CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555-2155. [0643/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chrysler buyers. Wembley 8691/3903. [W4015/R

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0929/R

7-SEATERS, private 1938/39 (24/28hp) Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.
CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [0495/R
CHRYSLER Specialists, comprehensive spares, engines and exchange units for all models.
CHURCH ROAD ENG. Co., Ltd., Hadleigh, Essex. Tel. Hadleigh, Essex, 572171. [9684
CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [0561/R

CITROEN

CAR MART, Ltd.
1952 Citroen Light 15 saloon, 4,000 miles; £865.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039
C. G. NORMAN & Co.
CITROEN Sole Distributors for the County of London. Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Road, S.W.1. Vic. 2211. [0756/R
BLUE STAR GARAGES, Ltd., offer:—
1947 Citroen Light 15; £465.—63, Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4031
RICHARDS & CARR, always best value.
1948 Light 15 de luxe saloon, black, excellent throughout; £495.
35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045
H. W. MOTORS, Ltd., Citroen distributors.
1951 Citroen Light 15, one owner, specially cellulosed in opalescent green, red upholstery; £825.
1950 Citroen Light 15 saloon, grey/red leather, 11,000 miles, one owner, as new; £775.
1949 Citroen Light 15 saloon, 1950 features, maroon/red leather, excellent condition; £650.
H. W. MOTORS, Ltd., Walton-on-Thames. 2404/5/6. [C2042
JOHN S. TRUSCOTT, Ltd., for Citroen.
A WIDE choice of post-war Light 15s and 6-cyls. is usually obtainable.
ONLY the best examples are offered; prices are strictly competitive.
NEW models for immediate delivery; also many other makes.
OFFICIALLY appointed Citroen agents.
SKILLED service; spares from stock.
JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4055
WOKING MOTORS (MAYBURY HILL), Ltd., Woking 1928, offer:—
1950 15hp de luxe Citroen saloon, black with beige leather; £795.
1947 15hp de luxe Citroen saloon, metallic green; £495.
ALSO several pre-war models available. [C4057
!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046
WORTHING MOTOR Co., Ltd., for Citroen sales spares service.—Tel. Worthing 71. [5840

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

1952 Citroen Light 15 sliding roof 4,000 miles; £825.—Wray Park Garages, Reigate 2265. [8390

£465.—Citroen 15 1947, exceptionally good, original celluloes, sliding roof, leather upholstery, good mechanically; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yards Holland Park Tube); exchanges, H.P. [C1017

£485!!!—1948 Light 15 de luxe saloon, black, red leather, new engine just fitted, in excellent order throughout.
BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 8951. After 6, Tulse Hill 4755. [C2009

1949 Citroen 22hp, left-hand drive; £595.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1052

1950 Citroen Light 15 de luxe saloon, grey, red leather; £600.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middx. Tel. Hounslow 0011. [C2015

£225.—An opportunity of acquiring an exceptionally good de luxe Citroen 12 at a reasonable price, receilulosed (gunmetal), rechromed, new grille, battery and tyres, clean and tidy interior, leather upholstery, re-engined, bumpers, twin horns.—Derrington, 159, London Rd., Kingston 5621-2. [C1071

745 gns.—Citroen Light 15, 1951, de luxe saloon, gunmetal, sliding head, red leather, one careful owner small mileage, original spare unused, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Citroen Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 3434. [0172/R

ROWLAND SMITH'S.

ROWLAND SMITH'S the Citroen buyers.—Hampstead High St. (Hampstead Tube) Ham 6041. [0930/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R

EARLY Citroen Big 15 or 6 required, condition immaterial.—Ring West Drayton 3021, Ext. 13. [8373

REQUIRED immediately, good Citroen.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

PERFORMANCE CARS, urgently require Citroen s.—Great West Rd., Brentford, Middlesex. Ealing 8641; or—

107 New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

RICHARDS & CARR buy post-war and good pre-war Citroens—85, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

JOHN S. TRUSCOTT, Ltd., are consistently good buyers of really well-kept Citroens.—173, Westbourne Grove, W.11. Bayswater 4274. [W4035

WE urgently require for cash 1946, '47 and '48 Citroen Light 15 saloons; must be in good condition; top prices paid.—The Worthing Motor Co., Ltd., Broadwater Rd., Worthing, Sussex. Tel. Worthing 71. [8237

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon. Distributors and specialists for over 25 years, repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds, 6. Tel. 52627-8.

THE Citroen Specialists; all spares stocked; immediate exchange drive shafts, gear boxes, steering units, etc. [0061/R

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4663.—Citroen parts, reconditioned drive, trains 48-hr service. [1749

SHRIMPTON'S MOTORS, Ltd., London Distributors. Head office and showrooms.—242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [0327/R

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200/R

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746/R

CONDOR MOTORS for speedy Citroen repairs, carried out by specialised French and English mechanics.—85, Grosvenor Crescent Mews, Hyde Park Corner, London, S.W.1. Sloane 6467. [0281

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2264), specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr., all spares stocked. [0585/R

CROSSLEY

1935 Crossley sports 15hp saloon, outstanding condition for year; £130.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m. to 7 p.m. [C1030

DAIMLER

1952 Daimler 2½-litre Consort saloon, 1,500 miles only; £1,495.
GORDON CARS (LONDON), Ltd., Gordon House, 373, Euston Rd., N.W.1. Eus. 6611. [C2025

CAMDEN MOTORS.—Daimler; see our full-page advert. on page 51 of this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

DAIMLER

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 2½-litre Consort (Sept., '50), grey with blue leather, heater and demister, 15,000 miles; £1,295.

DAIMLER 2½-litre coupe (1948) dual green with green leather, heater and demister, most attractive; £1,050.

DAIMLER 2½-litre saloon (1950), black with green leather, radio and heater, 17,000 miles; £1,075.

DAIMLER 2½-litre saloon (1947), black with brown leather, heater, 22,000 miles; £795.

STRATSTONE.—40, Berkeley St., W.1. (Mayfair 4404); Service: 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464). [C4022

LIMOUSINE, superb swept-tail 4½-litre Straight-8.—Titmus, 81, Clapham Rd., S.W.9. Reliance 1647. [7591

1938 Daimler 2-litre sportsman's saloon, excellent, guaranteed; £275; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fre. 1319. [C4039

1947 (June) 2½-litre 26,000 miles, genuine, one owner, chauffeur driven, first-class condition; £650.—Jones, 21, Radnor Mews, W.2. Tel. Paddington 2715. [8356

1938 3½-ltr. sports saloon, Charlesworth aluminium body, 46,000, laid up 1939/1946, new carb, new shock absorbers, original celulose, chrome unmarked; £275.—Norton, Northenden Rd., Sale, Manchester.

DAIMLER Hooper Straight Eight limousine, first registered April 9, 1947, and always maintained in immaculate condition, is available for sale at a figure of £2,500 or near offer, and photos of the car and any other information that may be required can be obtained from Messrs. Dow-Mac (Plant & Transport), Ltd., Tallington, Stamford, Lincs. [7861

Daimler Cars Wanted

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0932/R

H. F. EDWARDS urgently require good Daimler for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom 9400. [W2001

7-PASSENGER 1937/38/39 privately owned 24hp Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

A DAIMLER 15hp wanted, must be low mileage and outstandingly clean; trade invited; write first.—Harding, 353, Northdown Rd., Cliftonville, Margate. [7524

Daimler Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 95, Grant Rd., Addiscombe 2931. [0146

DAIMLER and Lanchester specialists.—Dehnam Motors, 17, Atherstone Mews, S.W.7. Western 4541. [6143

ARCOT ENGINEERING, Ltd.—Preselector gear boxes exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0236/R

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service.—Kidderminster Rd., Croydon 5775. [0688

ALLEN'S, Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists for spares, repairs etc.—Tel. Macaulay 6252-4 and 8199. [0460/R

DELAGE

SELBORNE, Ltd., offer:—

175 gns!!!—Delage D6 Vanden Plas tourer, in superb condition.

82, Park St., W.1. Mayfair 4733/3. [7924

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars" [

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd., Delage world concessionaires.—Rapid engine and body repairs; parts supplied.—82, Park St., W.1. [0659/R

DELAHAYE

DELAHAYE 3½-litre 1952 Show model foursome drop head (5,000 kilos only); list price £3,975; accept £2,475; reasonable offers, cash, terms, or exchanges.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd., Delahaye world concessionaires.—Rapid engine and body repairs; parts supplied.—82, Park St., W.1. [0660/R

DELLOW

GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern counties; new and used Dellow cars available for immediate delivery.—33-35, East Dulwich Rd., London, S.E.22. New Cross 2456. [0610/R

D.K.W.

D.K.W. cabriolet, completely rebuilt.—Below.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016/R

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 85-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066/R

DODGE

DODGE 7-seater limousines, 1939, 1938, 1937, good condition, bargain.—D. Silver, 51, Belmont Court, Finchley Rd., N.W.11. Speedwell 6374. [6434

1941 Dodge saloon, £325, radio, heater, seat covers, fluid drive, first-class condition throughout.—"The Bents," Emsress Ave., Farnborough, Hants. Tel. 646. [8304

1940 Dodge r.h.d., radio, heater and many extras, leather upholstery, 100 per cent mechanical condition, low mileage; £495; part exchange, terms arranged.—King's Autos, 725/7, High Rd., Seven Kings. Tel. Seven Kings 3536. [C2048

Dodge Cars Wanted

7-SEATERS private 1938/39 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors Hadleigh Essex. Tel. 56474/57127. [0192/R

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [0562/R

DYNA-PANHARD

1951 Dyna-Panhard 750cc saloon, r.h.d., low mileage, perfect condition; opportunity to acquire very rare, economical and fast car for £745.—Richards & Carr, 85, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C5045

FIAT

FOR Fiat enthusiasts.

CLAIRMONTE BROS., Ltd., always have a stock of at least ten completely reconditioned and used Fiat 500 from £250 to £450.—Shanklin Rd., London, N.8. Mountview 5285. [0440/R

500 model, 1939, 3-strs.; choice of three.—Fox & Nicholl, Ltd., Derwent 2122. [C2015

1938 1,100cc pillarless saloon; £185.—S. & S. Motors, Bayswater 1644. [8017

£250.—Fiat 1100 1939 4-door pillarless saloon, excellent mechanically, bodily, etc.; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066/7. (50 yards Holland Park Tube.) Exchanges, H.P. [C1017

£195.—Fiat 500 cabriolet, 1938, an excellent car mechanically, two-colour body, good cellulose; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066/7. (50 yards Holland Park Tube.) Exchanges, H.P. [C1017/1

1939 Fiat 500 coupe, maintained by Fiat's; £235.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

1938 1,100cc pillarless saloon, in superior order throughout, just resprayed, taxed; £295.—Elmbridge 8165. [6240

1939 500cc, in beautiful condition; £265.—S. & S. Motors, 165a, Westbourne Grove, W.11. Bayswater 1644. [8112

1938 Fiat 500 coupe, immaculate condition; £195; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge 122. (Opposite side entrance G.P.O.) [C5055

MAYFAIR GARAGES, Ltd., aim to give the finest value possible in used Fiat cars, and always carry a very large selection of guaranteed models in stock at competitive prices.—Below.

MAYFAIR GARAGES, Ltd.—1951 model 500C coupe; £595.—Below.

MAYFAIR GARAGES, Ltd.—1947 1100 108C saloon; £495.—Below.

MAYFAIR GARAGES, Ltd.—1940 1800 Italian drop head foursome; £595.—Below.

MAYFAIR GARAGES, Ltd.—1939 1100 508C convertible; £395.—Below.

MAYFAIR GARAGES, Ltd.—1939 1100 508C saloon; £295.—Below.

MAYFAIR GARAGES, Ltd.—1947 500 convertible coupe; £395.—Below.

MAYFAIR GARAGES, Ltd.—1939 500 supercharged coupe; £295.—Below.

MAYFAIR GARAGES, Ltd.—1940 500 left-hand drive coupe; £295.—Below.

MAYFAIR GARAGES, Ltd.—1938 500 coupe; £285.—Below.

MAYFAIR GARAGES, Ltd.—1937 500 coupe; £150.—Below.

MAYFAIR GARAGES, Ltd.—All above carry 3 months' guarantee and can be driven away on hire purchase initial deposit of one-third above prices.—Below.

MAYFAIR GARAGES, Ltd., invite you to inspect or send for price list and copy of "The Autocar" Road Test report.—Below.

MAYFAIR GARAGES, Ltd., Fiat Sales and Service, Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104/5. Open 9-6. Sats. 9-1. [C3009

1951 Fiat 500 C coupe; 1951 Fiat 1400 saloon; 1952 Fiat Simcar saloon; these are show models and guaranteed.—C. V. Rushmer, The Fiat Specialist, 39, Holland Park, W.11. Park 5731. [C3061

FIAT 500 1938 coupe; engine, many accessories, reconditioned; smart blue/cream body; in good commission, owner/enthusiast emigrating, view Twickenham; sacrifice at £245, including £20 extras.—Pop. 5561 evenings, week-ends. [8287

1952 Fiat 500 convertible; this car was actual one exhibited Olympia, 1951, immaculate condition, 12,000 miles, one owner, chauffeur maintained, green-blue; offers over £600 considered; seen Manchester district.—Box 5280. [8242

Fiat Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935/R

MAYFAIR GARAGES, Ltd.—Cash for Fiats.—Balderton St., W.1. Mayfair 3104. [0695/R

PERFORMANCE CARS urgently require Fiat's.—Great West Rd., Brentford, Middlesex. Ealing 8641; or—

107 New Cavendish St., Great Portland St., W.1. Museum 8221. [W5041

PRIVATE purchaser offers £110 for Fiat 500 or 1100, condition immaterial within limits, inspect London.—Tel. Tul. 4692 or write.—Box 5228. [8145

Fiat Spares and Service

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 9651. Grams: Fiat, Wembley. [0909/R

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [0136/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Fiat Spares and Service

FIAT 500 trouble?—Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0325/R

MAYFAIR GARAGES, Ltd., Fiat renovations, sales and repairs by skilled British and Italian mechanics; model 500 service/exchange assemblies, body-trims and accessories stocked.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), W.1. Tel. May. 3104/5. Open 9-6; Sats. 9-12. [0632/R

FORD (8 h.p.)

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford 8hp Anglia saloon, black, reconditioned engine recently fitted.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) [0099/R

WARWICK WRIGHT, Ltd., offer:—

1951 Ford Anglia saloon, black, 15,000 miles; £450.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

ALLAN TAYLOR MOTORS, Ltd., offer:—

1945 (Dec.) Ford Anglia saloon; £285.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [7728

W. J. BROWN, Ltd., Used Ford Specialists.

1952 Ford Anglia saloon, black, beige upholstery, 10,000 miles; £455.

1946 Ford Anglia saloon, black, taxed; £275.

W. J. BROWN, Ltd., established over 30 years.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

1947 Ford Anglia, excellent condition; £310.—Below.

1951 Ford Anglia, low mileage, immaculate; £425.—Kirkdale Cars, 319a, Kirkdale, S.E.26. Sydenham 6129. [8371

1952 Ford Anglia, spotless, colour green, 12,000 miles; £445.

1949 Ford Anglia; £375.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Poll. 2100. [8228

ANGLIA, Oct. '46, recon. eng., exceptional condition; £265.—Tel. Waxlow 3996. [8330

1947 Ford 8 Anglia; £245.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1949 (Oct.) Ford Anglia saloon, radio, one owner, 15,000 miles, very carefully maintained; £375.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 6082. [C3004

1949 Ford Anglia, extremely good condition throughout; £385.—6, Limetree Ave., Retford, Notts. [8268

£245.—Anglia 1946, new re-treads, batteries, king pins, brakes, excellent throughout, taxed December.—Prospect 7489. [8445

1948 (Dec.) Ford Anglia saloon, left-hand steering, reconditioned engine July, one owner; £235.—7, Grey Close, N.W.11. Spe. 7399. [8314

1949 Ford Anglia, carefully used, sole owner, 21,000 miles only; £390.—Abrahams, 159, Cheam Rd., Cheam. Vigilant 3058 and 4655. [8182

£215.—1938 Ford 8 de luxe saloon, excellent condition throughout.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2422. [8386

1946 (late) Ford Anglia, black, one owner, guaranteed 10,000 miles only; ill-health only reason for sale; £325.—Tel. Senford 2620. [8341

1949 Ford Anglia Martin Walter Utilecon, one owner; £325.—Peter Bartock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

375 gns.—Ford Anglia, 1950 saloon, black, red leatherette, one owner, carefully used, excellent condition; terms; exchanges.—Rowland Smith, below.

345 gns.—Ford Anglia, late 1949 saloon, black, one careful owner, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Ford Anglia, October, 1946, saloon, fawn, excellent condition; choice of 6 Anglias; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1950 Ford Anglia, black, 25,000, virtually unmarked, 4 new tyres, spot and fog lamps, screenwash, twin tones, heater; £585.—Box 5263. [8319

5000 miles; 1950 Anglia saloon, colour black, as new.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [C1027

£385.—1949 Anglia, black with brown upholstery, 19,000 miles, kept as new; terms; exchanges.—O. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

FORD 8 Anglia, brand new, immediate delivery, list price.—Charles Allen & Son, Central Works, Melbourne Rd., Wallington 1159, 4087. Open Sundays 10 a.m.—1 p.m. [8364

1946 Ford Anglia, black, red upholstery, reconditioned engine, one owner, guaranteed; £285; exchanges and terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7087. [C3054

ARTHUR E. GOULD Ltd., 290-292, Regent St., W.1 and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578/R

FORD (8 h.p.)

£365.—1950 (April) Ford Anglia de luxe saloon, late property B.B.C. personality, 23,000 miles guaranteed, Notek, loose covers, spare tyre unused, tools, manual, black, brown leather, like new, taxed.—Box 5286. [8211

PRIDE & CLARKE, Ltd.—1952 Ford Anglia saloon, green/beige leather, 8,000 miles, extras, £439; 1951 black/brown leather, low mileage, one owner, £419; 1949 black/brown leather, radio, heater, £339; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [8197

£465!!!—Ford 8 utility, Martin Walter type, cost new £650, speedometer reads 5,000, but whole vehicle looks and runs like new, below; £299!!!—1947 Ford 8 saloon, spotless condition, choice of 2 others, below; £225!!!—1939 Ford 8, choice of 2, excellent condition; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

Ford Eight Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0172/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0934/R

ANGLIA required, £275 for best offered.—77, Meadway, Barnet. Tel. Barnet 8175. [8174

FORD 8 saloon required, Prefect considered, about £150.—Durngate House, Winchester. [W1010

WHY accept less for your Ford Anglia saloon when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

FORD (10 h.p.)

NEWNHAMS, Ltd.

1948 Ford Prefect 4-door saloon, beige, one owner; £345.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

CHARLES FOLLETT, Ltd., offer:—

1950 (Sept.) Ford Prefect 4-door saloon, beige with beige leather upholstery, heater, one owner, really exceptional condition throughout, guaranteed; £485.

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

B. J. HUNTER, Ltd., offer:—

1951 Ford 10 Prefect saloon, fitted heater, really as new; £495.

1949 Ford Prefect saloon, low mileage, numerous extras, definitely unmarked; £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6305. [C2040

GATEHOUSE MOTORS offer:—

1949 Ford Prefect saloon, 19,000 miles, one owner, showroom condition; £450.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

SLOCOMBES, Ltd., Willesden 4869.

WE offer 1949 Prefect in black with grey interior; £430; this car is in very fine order throughout, and carries our special free service guarantee.

A.A./R.A.C. inspection welcomed; insured hire purchase terms if desired, genuine allowance on your present car or motor cycle.

SLOCOMBES, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017

PHILIP RICKARDS, Ltd., offer:—

1952 Ford Prefect black/red, 4,000 miles, perfect, part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

H. BEART & Co., Ltd., offer:—

1951 (October) Ford Prefect de luxe saloon, black with red upholstery, genuine mileage only 8,000 and like brand new throughout; £545.—102, London Rd., Kingston-on-Thames. Tel. 3548. [6508

WARWICK WRIGHT Ltd., offer:—

1950 (November) Ford Prefect saloon, black, 4,000 miles; £525.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

ALLAN TAYLOR MOTORS, Ltd., offer:—

1949 Ford Prefect saloon; £375.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [7729

DAGENHAM MOTORS, Ltd., Ford main dealers.

1951 Ford Prefect, green, many extras, 5,800; £545.

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388 and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

W. J. BROWN, Ltd., Used Ford Specialists.

1951 Ford Prefect saloon, black, brown leather upholstery; £475.

1946 Ford Prefect saloon, black, red leather upholstery; £275.

W. J. BROWN, Ltd., established over 30 years.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

1952 (December) Ford Prefect, leather, heater, 3,000 miles, taxed; £555. Weybridge 600. [C4023

FORD (10 h.p.)

1946 Ford 10 Prefect saloon, black and red hide, one titled owner; 300gns.

GEE CARS, Ltd., 60/62, Queenstown Rd., S.W.8. Mac. 3363. [7582

1951 Ford Prefect; £480.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. (Ham. 2254.) [8034

1951 Ford Prefect saloon, blue, leather, mileage 9,000; £515.—Rogers Garage, Wellesley Ave., Hammersmith, W.6. Riverside 2644-5. [C3054

1949 Ford Prefect saloon, black, radio, loose covers, excellent condition; £385.—Reys Motors, Ltd., 73, Albany St., N.W.1. Euston 6994. [8049

ARTHUR E. GOULD Ltd., 290-292, Regent St., W.1 and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579/R

1950 Ford Prefect, leather, 23,000 miles, new engine just fitted; £450.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1951 Ford Prefect, one owner, colour beige, red upholstery, excellent condition.—Guildhall Service Station, 124, Guildhall St., Folkestone. Tel. 2473. £505. [8290

FORD Prefect, 1951 (registered 22/11/50), virtually as new, 12,000 miles, leather, spare unused; £465 or offer.—Macaulay Lodge, Ferring, Sussex. Tel. Goring-by-Sea 41440. [8196

A BRAND new reconditioned engine just fitted to this '39 maroon Prefect, with loose covers, etc.; £255; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

1951 (November) Ford Prefect, beige, red leather, screen washers, twin horns, twin rear lights, demister, 11,000 miles, one owner, as new; £495.—Scott Cars, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

525 gns.—Ford Prefect, 1952, saloon, beige, brown leather, one very careful owner, 11,440 miles, good tyres, original spare unused, nearly new condition; terms; exchanges.—Rowland Smith, below.

395 gns.—Ford Prefect, October, 1949, saloon, black, red leather, radio, one careful owner, excellent condition; terms; exchanges.—Rowland Smith, below.

345 gns.—Ford Prefect, late 1947 saloon, black, Lucas passlight, Coronet loose covers, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

OVERSEAS sale.—Export Anglia, l.h.d. (Prefect engine), June, 1950, green with loose covers and many extras, 19,000 miles, one careful owner; immediate sale for sterling cheque to B.A.O.R., member or other overseas resident; £250.—Box 5279. [8245

TANKARD & SMITH, Ltd., offer 1952 Ford Prefect, black with grey cloth, one owner, speedometer reading 6,000 miles, whole car as new; £535; three months' written guarantee; also 200 guaranteed used cars of all makes.—194/198, Kings Rd., Chelsea, S.W.3. Flaxman 4801/2/3. [C4026

Ford Ten Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 5434. [0174/R

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0935/R

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

TURF MOTORS OF FRIZINGHALL, Bradford, will always buy Ford Prefect saloons from private owners.—Write details or 'tel. Bradford 41337. [6826

WHY accept less for your Ford Prefect saloon when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

FORD CONSUL

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1952 Ford Consul saloon, black, leather, loose covers, undersealing and many other extras, superb condition, 11,000 miles.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

CAR MART Ltd.

1952 Ford Consul saloon, 10,000 miles; £685.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [C1039

DAGENHAM MOTORS, Ltd., Ford main dealers.

1952 Ford Consul, blue, radio, heater, 15,000; £675.

1952 Ford Consul, black/beige, 10,000; £685.

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388 and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1951-2 Ford Consul saloon, leather, radio, heater, one owner, superb condition; £625.

RIPCO, Ltd. (Fords Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

1952 Ford Consul, fitted extras; £695.—Cyril Sheppard of Reading, Sonning 2346. [8055

1951 Ford Consul, grey radio heater, covers, leather upholstery, one owner, low mileage; £675.—Jack Pozner (Autos), Vaughan Ave., Hendon 1423/4. [C3063

1952 Ford Consul saloon, black, leather, heater, radio, exceptional condition; £715.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0621/2. [C3040

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ZEPHYR

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1951 Ford Zephyr saloon, green, leather upholstery, one owner.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444 [C3042

TOM GARNER, Ltd., offer

1952 Ford Zephyr Six saloon, black with red leather, 4,000 miles only; £855.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265/6/7. [C2020

DAGENHAM MOTORS, Ltd., Ford main dealers.

1951 Ford Zephyr, green, radio, heater, 20,000; £750.

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388 and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1952 Ford Zephyr, 3,000 miles, as new, £795.—S. F. Erskine & Sons, Ltd., 24, Commercial Rd., Woking 330 [5798

JACK ROSE, Ltd. offer, 1952 Zephyr saloon as brand new in green; accept £775.—Stafford Rd., Wallington 6677. [C3056

1951 Ford Zephyr saloon, olive green/beige leather, radio, heater, 15,000 miles only, perfect condition throughout; £725.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [8367

FORD Zephyr, not used, delivery mileage only; heater, radio, leather upholstery, extras; list price.—"Ardverness," Wray Common Rd., Reigate 3534. [8119

1000 miles; 1953 Zephyr saloon, radio, heater, as new.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

A FORD Zephyr, 1951, one owner, in excellent condition, radio, heater, loose covers, privately owned; price £695.—D. McMaster, Bures, Suffolk. Tel. Bures 351. [8190

FORD (V.8)

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane North Finchley, N.12. Tel. Hillside 4444.

1950 Ford Pilot saloon, black, leather, 24,000 miles, one owner, genuine car.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

DAGENHAM MOTORS, Ltd., Ford main dealers.

1951 Ford Pilot, green/hide, 20,000; £550.

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388 and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1951 (March) Ford Pilot saloon, black, leather, heater, one owner, 15,000 miles only; £565.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

FORD Pilot, immaculate condition, radio, heater, 24,000 only; £485.—Wray Park Garages. Reigate 2263. [8394

1948 Ford Pilot, heater, leather upholstery; £425.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4051

FORD V.8 91A saloon (column gear change), in excellent condition; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [2043

1951 Ford V.8 Pilot saloon, black, with brown leather upholstery, fitted radio, heater, etc.; entire car in new condition; taxed; £495.—Tel. Reading 71757. [8405

£185 or £85 deposit.—1937 Ford 30hp drop head foursome coupe, leather interior, taxed, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024/1

£550 or £190.—1951 series Ford Pilot de luxe saloon, green, radio, heater, leather, taxed, clean.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

FORD Mercury 1948 L.H.D. saloon, radio, heater; £575; offers; terms, exchanges.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

1949 Ford Pilot saloon, black, brown leather, radio and heater, twin spotlamps, etc., guaranteed; £475; exchanges and terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7087. [C3034

1950 October Ford Pilot, one careful owner, showroom condition; low mileage; fitted radio, heater, Jackall system, etc., equal to new in every respect; £555; consider smaller car in exchange.—Uplands 1525. [8415

1940 Ford V.8 convertible foursome coupe, model 91A, fitted new hood, battery, tele-controls, heater, etc.; whole car in excellent condition; £285; terms.—Raybern Cars, Ltd., 30, Upbrook Mews, Craven Rd., Paddington 0385. [8342

Ford V.8 Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0175/R

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0936/R

UTILITY—FORD OR OTHER BODIES

FORD shooting brake, 30hp V.8 model 81A, Dagenham wood body, 6-8-seater, beautiful condition, private owner; nearest £295.—Box 5243. [8171

UTILITY—FORD OR OTHER BODIES

1948 (September) Ford 10 Martin Walter Utilecon, one owner, exceptional condition; £395.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6 Riverside 6677-8 [C2043

1950 Ford Prefect shooting brake, brown leather interior, rear opening tailboard, very clean, 3 months' guarantee; £350.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

295gns.—Fordson, late 1947 8hp Martin Walter Utilecon estate car, black, bold-flush rear seating, glass side windows, rear entrance, good tyres, spare unused, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

Ford Utility Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham 6041 [0937/R

WANTED, Dagenham body, V.8, very good condition, or later model similar body and seating.—Box 5277. [8245

AMERICAN FORD

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0749/R

FORD MISCELLANEOUS

1937 Ford V.8 saloon, good condition; £115.—Below.—

1938 Ford 10 saloon, leather, good condition; £175.

1950 Ford Anglia, fitted 10hp engine, export model, 18,000 miles genuine, one owner, as new; £345; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

Ford Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St (Hampstead Tube). Ham. 6041. [0938/R

W

HAROLD PERRY, Ltd., main Ford dealers.—Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [W3042/R

SLOCOMBE'S Ltd. Willesden 4869.

WE wish to purchase clean and genuine Ford cars.—38/52 Dudden Hill Lane, N.W.10. [W4017

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul 2767. [0823/R

H. F. EDWARDS urgently require good Ford for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom 9400. [W2001

R. S. CURRIE & Co., Ltd., are cash buyers of all good low mileage Ford cars.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [W1065

Ford Spares and Service

NORMAND, Ltd.,

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0225

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St. Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines). [0514/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers; service and all spares. [0093/R

F. H. PEACOCK, Ltd. Ford main dealers, comprehensive stock of spares for all Fords and Fordsons, genuine Enfo recondition engines, 8, 10 and 30hp always available from stock.

219/221, Balham High Rd., S.W.17. Tel. Balham 4401; also at Foord Rd., Folkestone 51222. [0406/R

WE have one of the biggest stocks of Ford spares in the country from model A, V.8 W.D. types and tractor to the current models Ford reconditioned engines, reconditioned BB engines, etc.—V. J. Reynolds (Motors) Ltd. Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham. Rainham 770 (8 lines). And 66 High St. East Ham, E.6. Grangewood 1136. [C3062/R

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0939/R

FRAZER NASH-B.M.W.

DICKS.

1939 Frazer Nash-B.M.W. drop head coupe, very fast and attractive; £450.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

CHARLES FOLLETT, Ltd., offer:—

1936 Frazer Nash-B.M.W. type 55 cabriolet, gunmetal, new hood; this car has had a great deal of money spent on it including re-bore by makers 5,000 miles ago; £275.

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2610

FRAZER NASH-B.M.W. type 328 Grand Prix 2-seater; this 1939 ex-Fane car has been maintained in splendid condition; speedometer reading only 19,000 miles; our customer will consider offers around £750.

JAMES H. GALT, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7593 [8223

FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C5041/R

£444!!!—Magnificent Frazer Nash-B.M.W. type 320, 2-door 5-seater saloon, owned by enthusiast, maintained spotlessly throughout, fitted heater; this vehicle is exceptional and only wants seeing; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221 [C2052

225gns.—Frazer Nash-B.M.W. 1936 2-litre type 55, foursome drop head coupe, green, green leather, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

Frazer Nash-B.M.W. Cars Wanted

BARTLETT, The Frazer Nash-B.M.W. Specialists, 27a, Pembridge Villas, W.11. [W1013

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0940/R

HEALEY

McKINNON MOTORS, Ltd., offer:—

1952 (April) Healey Tickford saloon, F type chassis, bronze with red leather, Tartan loose covers, H.M.V. push-button radio, taxed Dec. 31, 1953, one owner, 16,700 miles only, in impeccable condition, £1,295.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

BROOKLANDS. Healey distributors, London and Home Counties. "Still the world's fastest 4-seater saloon."

1952 Healey Tickford saloon, 9,600 miles, heater.

1951 Healey Tickford saloon, one owner, radio.

1951 Healey Abbott d.h. coupe, many extras.

1950 Healey Silverstone sports 2-seater, extras.

1949 Healey Silverstone, many extras.

BUY or Sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1950 Healey Silverstone 2-seater, red with new hood and many extras, carefully maintained; £650 for quick sale.—Bourne, Roche Hill, Bury Rd., Rochdale. [7854

1951 Healey Tickford saloon, low mileage, one owner, immaculate condition; £995.—Moss (Bros.) Motors, Ltd., 357/359, London Rd., Westcliff-on-Sea. Tels. Southend 3688 and 3857. [8324

PRIVATE advertiser offers 1950 Elliott saloon, 22,000 miles; this car has recently been checked by makers, who will give all information; impossible to fault mechanically and just resprayed opalescent grey; £800; any trial.—Bourlet, Oxford 4001. [8509

FEB., 1952, Healey Tickford saloon, 2,670 miles only and as new; one careful owner, only used for short journeys; maroon with beige hide; tartan Karobes; H.M.V. radio; cost new £2,500; offers over £1,550.—Newbury Motors, Ltd., Halesowen, Worcestershire. Tel. Halesowen 1641. [8427

Healey Cars Wanted

PRIVATE buyer requires low mileage Abbott/Tickford for cash.—Box 5282. [8240

BARTLETT.—Healey Elliott saloon urgently required.—27a, Pembridge Villas, W.11. [W1013

RICHARDS & CARR buy Healeys.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

PERFORMANCE CARS urgently require Healey's.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

HILLMAN 10

CAR MART, Ltd.

1949 Hillman Minx saloon, Phase III; guaranteed; £495.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1938/9 Hillman Minx drop head foursome coupe, very attractive maroon cellulose with upholstery to match, fitted many extras, including rear half wheel spats, chromed wheel rimbellishers, bench type front seat, literally as new and voted the prettiest drop head seen for a long time; 330gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

RUSSELL MOTORS offer:—

1950 (December) Hillman Minx P.IV coupe, 17,000 miles; £625; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9285 [C3360

H. A. SAUNDERS, Ltd., offer:—

1950 Hillman Minx saloon, black with red upholstery, recorded mileage 13,200; £585.

836—842, High Rd., N.12. Hillside 0024 [C2027

PHILIP RICKARDS, Ltd., offer:—

1952 Hillman Minx drop head coupe, blue, 5,060 miles, as new; part exchanges, deferred terms.

1952 Hillman Minx saloon, blue, 3,200 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3061

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

WARWICK WRIGHT, Ltd., offer:—

1952 Hillman Minx Mark V saloon, blue, 5,000 miles; £695.

1952 Hillman Minx Mark V saloon, grey, 6,000 miles; £695.

1951 Hillman Minx Mark V saloon, black, 13,000; £625.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2. Offer:—

1948 Hillman Minx saloon, black, loose covers, one owner, excellent order; £435. [C1001

1947 (regd.) Hillman Minx saloon, fawn, brown leather upholstery; £525.

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

CAMDEN MOTORS.—Hillman 10. See our full-page advert. on page 31 of this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

1939 Hillman Minx drop head coupe, black, mechanically sound throughout; £225.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [C2058

1947 Hillman Minx saloon, one owner, loose covers fitted, beautiful condition; £395.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. [C3004

1951 Hillman Minx drop head coupe, black, red leather, one owner, immaculate condition; £695.

RIPCO, Ltd. (Hillmans purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [5052

1940 Hillman Minx saloon, genuine 39,000 miles, immaculate, taxed; £245.—Orpington 2453. [8208

1936 Minx saloon, good condition, taxed and insured; £120 or near offer.—Box 5512. [8401

£190 —1939 Hillman 10 de luxe saloon; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1951 Hillman Minx Phase IV convertible, black with red leather, Ace rimbellishers, recorded mileage 5,500, immaculate; £635.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1951 Hillman Minx saloon, green; £500.—Jack Olding & Co., North Audley St., W.1. Mayfair 5242. [C3050

1953 Minx coupe, new and unregistered, grey; immediate delivery; list price.—Hughes Garage, Portmadoc 2252. [8515

1952 (September) Hillman Mark V saloon, 3,000 miles, £675; also 1952 coupe, 5,900 miles, £645.—Weybridge 600. [C4025

1952 Hillman Minx saloon, green, as new; £645.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2.

£115 or offers, 1936 Hillman 10 coupe, new hood, tyres, mechanically sound, any trial.—18, Ashville, Tredegar, Mon. [8416

£335 !!—1947 Hillman Minx drop head coupe, in nice condition.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

1953 Hillman Minx coupe, immediate delivery, mileage ex. works only, colour claret.—Avon Motors, Ltd. Tel. Salisbury 5187. [8179

1949 Hillman Mark III saloon, black, excellent condition; £500.—Ingram Sandle & Co., Ltd., Billingham St., S.W.1. Vic. 4566. [7587

1950 Hillman Minx saloon, black with brown leather, well maintained; £525.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1951 Hillman Minx drop head coupe, grey with red leather, carefully used; £650.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022/1

1953 Hillman Minx, 300 miles only, convertible coupe, used twice only; price £750.—Tel. after 7, Mr. Hughes, Vigilant 3057. [C5056

1939 Hillman Minx 4-door saloon, recent overhaul and respray, very nice condition; £250.—Kings Motors, 1, High St., Hounslow. Tel. 3523. [C2049

1939 Hillman Minx drop head foursome, black/red leather, immaculate; £245; terms, exchanges.—C.A.P. Motors, 150, Clapham Rd., S.W.9. Reliance 2895-6. [C1038

1942 Hillman Minx 10hp saloon, not ex-W.D., a good hack; £250, cash or terms.—Broadway Motor Co., 3-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [8360

1948 Hillman Minx saloon (column change), exceptional condition throughout; £415.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1948 Hillman 10 drop head coupe, black, exchanged engine, splendid vehicle; £395.—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1950 Minx, 17,000 miles, black with red upholstery, one owner, as new; £495; terms, exchanges.—G. S. Hall, Ltd., 302 King St., Hammersmith, W.6. Riverside 2681. [C2081

345 gns.—Hillman Minx 1946 de luxe saloon, grey, sliding head, blue leather, Ace discs, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1950 (October) Hillman Minx Mark IV saloon, black with red leather, heater, really immaculate and outstanding car, written guarantee; £575; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., London, W.1. Langham 0012. [C2005

HILLMAN 10

£155.—1957 modern Minx saloon, black, amazing post-war condition; bargain.—Haverstock Garage, Haverstock Hill, N.W.3. Gullivr 2422. [8587

WALTER SCOTT, Ltd.—1947 series Hillman Minx saloon, grey, heater and other extras, mechanically excellent, appearance as new; bargain, £545; terms, exchanges.—59, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

1946 series Hillman Minx black sliding roof saloon, reconditioned engine, exceptional condition; £365.—Garage Service Co., Ltd., 1081, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. [M2019

TANKARD & SMITH, Ltd., offer 1948 Hillman Phase II estate car, grey with brown upholstery, two owners, recently fitted reconditioned engine, excellent condition throughout; £385; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—194-198, King's Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

HILLMAN 14

195 gns.—Hillman 14 1959 de luxe saloon, black, sliding head, blue leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

HILLMAN 21

£175 or £75 deposit.—1957 Hillman 21 sports saloon, maroon, spotless blue hide interior, faultless runner, unworn tyres.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

HILLMAN MISCELLANEOUS

GUY ALFREDS & Co., offer Hillman limousine, blue, blue leather, guaranteed one private owner since new only, ideal hire car.—6-7, Warren St., W.1. Euston 3268. [1005

Hillman Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3434. [0871/R

RS

ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0941/R

RD

ROOTES, Ltd.,

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. ((Central 8411.)

MANCHESTER.—129 Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R

SLOCOMBE'S, Ltd. Willesden 4869.

WE wish to purchase clean and genuine Hillman cars.—38/52, Dudden Hill Lane, N.W.10. [W4017

UP to £400 for good low mileage Minx saloon, private buyer. Middx.—Box 5370. [8255

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

PHASE V Minx wtd., very low mileage.—685, Durham Rd., Gateshead-on-Tyne. Tel. 75552. [6174

PRIVATE buyer seeks good 1948 low mileage Minx.—10, Uxendon Hill, Wembley Park, Arn. 7385. [7845

REQUIRED immediately, good Hillman 10.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

GOOD saloon wanted.—Traynor Motors, Ltd., Tel. Grangewood 2530, or 135, High Street South, E.6. [W4052

MARK IV/V black saloon, low mileage, leather, preferably heater, wireless.—Hooper, 11, Buckingham Rd., Newbury. Tel. 469. [8410

TURF MOTORS OF FRIZINGHALL, Bradford, will always buy Hillman Minx saloons from private owners.—Write details or tel. Bradford 41337. [6828

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham and Lower Temple St., Birmingham, 2. [0088/R

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—R. Cripps & Co., Ltd. Parliament St., Nottingham. Tel. 46581. [0552/R

Hillman Spares and Service

NORMAND, Ltd.,

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0224

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works servicing, reboring and complete overhauls, spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1185. [0676/R

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 5585. [0720/R

BARKING.—For full stocks of spares and genuine service for Hillman owners come to Albon's Garage, Ltd., 195-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0438/R

HISPANO-SUIZA

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

Hispano Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [7544

HOTCHKISS

HAROLD RADFORD & Co., Ltd.

SOLE concessionaires.

SALES and Service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

1939 Hotchkiss 10 Cabriolet, front wheel drive, fitted latest type Ford 10 engine, in really fine order and extensively modified, paintwork as new; £125.

H. W. MOTORS, Ltd., Walton-on-Thames 2404/5/6. [C2042

HOTCHKISS 10hp d.h. coupe, splendid performance; reasonable offers cash, terms, or exchanges.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington. Tel. Kensington 6642 (5 lines). [83047/R

H.R.G.

HAROLD RADFORD & Co., Ltd.

SOLE distributors for London and Home Counties offer:—

NEW and unused H.R.G. cars available for early delivery.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

H.R.G. Spares and Service

CHARLES FOLLETT Ltd., have a large stock of spares.

SHOWROOMS: 13, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R

HUDSON

1939 Hudson Country Club, 21.6hp, good condition; what offers?—Cobham (Sy) 304. [8188

Hudson Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Hudson buyers. Wembley 8691/3903. [W4015/R

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A. FREEMAN Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0861/R

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0568/R

HUMBER

ACRES offer

1951 (Feb.) Humber Super Snipe, finished in bottle green with light fawn leather upholstery, heater and radio, speedometer reading 8,000 miles, undoubtedly genuine, beautifully kept and maintained by an extremely careful owner and is indistinguishable from brand new; first £950 secures.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd.

1949 Humber Pullman limousine, radio, heater; guaranteed; £925.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1059

J. DAVY offers:—

1951 Humber Super Snipe, black/beige hide, heater, loose covers, one owner, 2,000 miles only, as new; £1,115.

1949 Humber Super Snipe, black/brown hide, H.M.V. radio, heater, moderate mileage; £625.

J. DAVY, 180/182, Kensington High St., W.8. Western 9641. [C1069

TOM GARNER, Ltd., offer:—

1952 Humber Pullman Mark III limousine, black, 1,000 miles only; £400 below list price.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

GLANFIELD LAWRENCE offer:—

1948 (September) Humber Hawk saloon, one owner, only 19,000 miles recorded, truly a magnificent example; £565.—407, High Rd., N.12. Finchley 0091. [C2051

WARWICK WRIGHT, Ltd., offer:—

1949 Humber Pullman limousine, black, radio and heater, 5,000 miles; £1,545.

1952 Humber Hawk 16hp saloon, blue (heater), 7,000 miles; £975.

1951 Humber Hawk 16hp saloon, black, 3,000 miles; £895.

1951 Humber Super Snipe 27hp saloon, black, 15,000 miles; £950.

1951 Humber Super Snipe saloon, bronze, radio and heater, 9,000 miles; £975.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES offer:—

1952 (October) Humber Super Snipe, 3,000 miles, £1,175.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1948 Humber Snipe saloon, nominal mileage.—Arlington Motor Co., Ltd., High Rd., Waltham Cross. Tel. Waltham Cross 2760. [78.0

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

CAMDEN MOTORS.—Humber. See our full-page advert. on page 31 of this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1055

PULLMAN limousine, Phase II, 17,000 miles only, leather throughout, in faultless order, radio, heater; terms, exchanges.—R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Arnold 4604. [C5017

1952 (July) Humber Super Snipe saloon de luxe, 5,000 miles, radio, s/covers, etc.; attractive price. Also

1951 (July) Humber Super Snipe saloon, 11,000 miles.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [C2028

1951 Humber Super Snipe saloon, black, 11,000 miles, in new condition; £895.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0621/2. [C5040

1950 Humber Hawk saloon, black with brown leather, most attractive; £675.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022/1

1949 Humber Super Snipe saloon, black with brown leather, well maintained; £650.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

CASS'S MOTOR MART.—1948 Humber Snipe saloon, black, radio, genuine 22,000 miles, unblemished; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1950 Super Snipe, grey, perfect condition, one owner, chauffeur kept, 45,000 miles, tyres very good, fitted Radiomobile, heater, screen washer; £700.—Tasker, Downs Edge, Bristol, 9. [8076

1951 Humber Hawk saloon, black, immaculate condition, one owner; £775.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 5155. [C5014

£450 or £150.—1948 Humber Super Snipe limousine, black, recent new engine, ex-Ministry; stupendous offer.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024/1

£685 or £230 deposit.—1950 Humber Hawk sunshine saloon, one owner, spotless condition, heater, spare unused, highly recommended.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1951 (series) Humber Hawk Mk IV 16hp saloon in bronze with red leather upholstery, most beautiful car throughout, heater, taxed; £750; would consider car in part payment.—Southwinds, Smugglers Walk, W. Worthing, Sussex. Goring 42131. [C4027

A & S (Fifty Limousines—Lists Posted) Limousines, 1951, partition, also Imperial Saloons, forward occasionals, mileage negligible, selected carriages, reasonable cost. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Humber Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Humber cars.—320, Euston Rd., N.W.1. Euston 1212. [0872/R

RROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 5535.)

CANTERBURY.—(Canterbury 3252.)

PROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvesor 3401. [0106/R

ROWLAND SMITH'S.

ROWLAND SMITH'S the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0942/R

R. C. WIMBUSH, Ltd.,

URGENTLY require late model Pullman limousine and 1951 Hawk.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [W4056

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton Surrey. Vigilant 1121. [W5044/R

7-PASSENGER 1950/1/2 Limousines and Imperial Saloons required immediately, details please. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086/R

1949-51 Phase II Humber Pullman limousines wanted for cash.—Particulars mileage and price to Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4231. [7588

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars. R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553/R

Humber Spares and Service

DE NORMANVILLE gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0790/R

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [0398/R

BARKING.—For full stocks of spares and genuine service for Humber owners come to Alton's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Ripplevale 1285. [0464/R

JAGUAR

HHENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2207.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7643).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141)

HENLYS Ltd. England's Leading Motor Agents. [0127/R

A

GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

ACRES offer:—

1951 Jaguar XK120 roadster, finished in black, red leather upholstery, hosts of extras, including heater and radio, speedometer reading 16,000 miles, undoubtedly genuine, recently fully modified by makers, first £1,150 secures.

1950 Jaguar Mark V saloon, finished in ivory with grey leather upholstery, heater and radio; low mileage carefully used and maintained; must be seen and driven to be appreciated; first £875 secures.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909, and at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 7211/2. [C1002

CAR MART, Ltd.

1950 Jaguar Mark V 2½-litre saloon, guaranteed; £875.—Cart Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

TOM GARNER, Ltd., offer

1952 Jaguar 3½-litre Mark VII saloon, black, 3,000 miles only; £1,745.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

B. J. HUNTER, Ltd., offer:—

1951 Jaguar Mark VII saloon, low mileage, one owner, fitted all conceivable extras; £1,575.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

H. BEART & Co., Ltd., offer:—

1938 Jaguar 3½-litre drop head coupe, finished in black with brown leather upholstery in much above average condition throughout; £295 or reasonable offer.—102, London Rd., Kingston-on-Thames. Tel. 5346. [7765

SLOCOMBES, Ltd., Willesden 4669.

XK120.—We have pleasure in offering a Jaguar which must be one of the most genuine used models available for sale; this XK is really low mileage and still has the aroma only associated with a very young car.

FINISHED in silver grey with red interior; it is unmarked and open to A.A./R.A.C. inspection; £1,175, or insured h.p. terms; genuine part exchange allowance on your present car.

SLOCOMBES, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017

PARADE MOTORS (MITCHAM), offer:—

JAGUAR 3½-litre drop head coupe, black, radio; this car is in amazing condition throughout; £325.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3592. [C602

JAGUAR

H. BEART & Co., Ltd., offer:—

1940 model Jaguar 2½-litre saloon, black with red upholstery, fitted radio, engine recently completely overhauled and whole car in superb condition throughout; £375.—102, London Rd., Kingston-on-Thames. Tel. 5348. [8050

GUY SALMON AUTOMOBILES, offer:—

1949 Jaguar 3½-litre Mk. V saloon, two superb examples at £850.

1948 Jaguar 1½-litre special equipment saloon, this car has only done a genuine 14,000 miles and is like brand new; £750.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1949 Mark V 3½-litre Jaguar, silver grey, blue leather interior, fitted H.M.V. radio, excellent condition throughout, taxed, £975.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [C4009

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1947 Jaguar 3½-litre special equipment saloon, finished in black, one owner, 24,000 miles only; £585.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

1952 Jaguar Mk. VII saloon, black with brown leather; £1,650.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2568. [C4006

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 581/2, offer:—

1949 (August) Jaguar 2½-litre Mark V saloon, grey, red leather, heater, radio, one owner, moderate mileage; £795. [C1001

CAMDEN MOTORS.—Jaguar. See our full page advert. on page 31 of this issue.

CAMDEN MOTORS, Jaguar Specialists, Leighton Buzzard, Beds. Tel. 2041; open till 7 p.m.; write for catalogue. [C1055

1950 Mark V Jaguar saloon, black, brown leather, 11,000 only, radio, heater; £955.

RIPCO, Ltd. (Jaguars Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C5052

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—108, London Rd., Kingston. Tel. Kin. 5348. [0081/R

1937 S.S. Jaguar 2½-litre saloon; £150.—Gerry Browne Motors, 55-57, South Edwards Square, London, W.2. Western 4951. Trade only. [C1051

XK120 1951, metallic blue, blue leather, one owner, 14,500 miles only, immaculate condition throughout, mechanically 100%; £1,100.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [8360

1950 Mk. V Jaguar, 20,000 miles, black, one owner, immaculate; £895.—Scott Cars, 347, Finchley Rd., London, N.W.3. Hampstead 2100/6676. [C4016

1949 Mark V Jaguar 3½-litre saloon, new condition, also 1948 series 3½-litre saloon, excellent.—Autowork, Ltd., Winchester. Tel. 4854. [C1010

XK120 1951 Roadster, never raced, one owner; sale, £985; exchanges, terms.—Birmingham South 1215. [8351

1952 Jaguar Mark VII, one owner, 5,000 miles, radio, heater, loose covers, whole car just as new; £1,650.—Below.

1940 3½-litre Jaguar, black with upholstery to match, whole car has appearance of post-war Jaguar; £350.—Cyril Sheppard of Reading, Sonning 2546. [8592

£360 —1946 Jaguar 2½ saloon, fitted heater, Ace wheel discs, excellent tyres, attractive appearance, taxed.—Roxeth Hill Motors, Harrow. Byron 2016. [8248

1952 (August) Jaguar Mark VII saloon, 6,000 miles only, radio, indistinguishable from new, £1,600.—Royston Motor Co., Ltd., Herts. Tel. Royston 2148. [8168

1948 Jaguar saloon, 3½-litre, heater, radio, general condition excellent; £550.—R.G. Motor & Engineering Co., Ltd., 19, Kinnerton St., S.W.1. Sloane 1004. [8215

1952 (March) Jaguar Mk. VII saloon, black, with brown leather, one owner, 13,000 miles, as new; offers.—Alfred Chaston, Ltd., Automobile Engineers, Blackwood, Mon. Tel. 3165-6. [8224

£325 —Jaguar 1½-litre 1939 4-door saloon, excellent mechanically, good cellulose, twin spotlights and horns, radio, etc., also drop head coupes; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066/7. (50 yards Holland Park Tube.) Exchanges, H.P. [C1017/1

£695 !!!—Magnificent 1949 Jaguar 3½-litre de luxe saloon, late owner just purchased brand new car, whole vehicle maintained regardless of expense and literally looks and runs like brand new.—Below.

£545 !!!—1947 Jaguar 1½-litre de luxe saloon, in outstanding condition, bodywork excellent, interior excellent, choice 2 others.—Below.

£365 !!!—1939 Jaguar 1½-litre drop head coupe, excellent condition throughout.—Below.

£225 !!!—1936-7 Jaguar 12hp sports saloon, good sound value for money; choice another in outstanding condition; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421 & 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4089. Deansgate Manchester. Tel. Deansgate 4507. [0991/R

CASS'S MOTOR MART.—1939 Jaguar 1½-litre drop head coupe, grey, red leather, radio, disc wheels, twin horns, excellent condition; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1951 (Feb.) Jaguar XK120, finished green, genuine mileage 7,000 (never raced or in competition), almost as new; £995.—Thompson-Doxey, Ltd., Sefton St., Southport. Tel. 3936. [8164

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

NAYLOR & ROOT.—1948 Jaguar 1½ saloon, smoke grey, red hide, heater, excellent performance and appearance; £595; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1947 Jaguar 1½-litre saloon de luxe, special equipment model, radio, Ace wheel discs, immaculate condition; £525; 3 months' written guarantee.—Brown's Garage, Loughton (Essex). 4119 (Tube). [C1034

JAGUAR Mark VII saloon, gunmetal with grey leather and loose covers, radio and heater, one owner since new, 9,700 miles; £1,550.—Roy Galway, Ltd., 21, Farm St., Berkeley Sq., London, W.1. Grosvenor 4747. [8340

1950 Jaguar Mark V saloon, 27,000, heater, new battery, one owner, superb condition; £845.—Collingwood, Kent Lodge, Faversham, Kent. (Faversham 2783.) [8328

1936 S.S. Jaguar 1½-litre saloon, in sound running order; unrepeatable bargain at £150.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

MARK VII Jaguar, first reg. Nov., 1951, green with green hide, fitted heater and H.M.V. radio, 12,000 miles, in first-class condition; must sell, £1,500.—13, Higham Place, Newcastle-on-Tyne. Tel. 22536. [8305

MARK VII Jaguar, black, red hide, 3,000 miles; reasonable offers; cash, terms, or exchanges.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43349. [C4024

JACK ROSE, Ltd., offer Jaguar Mark V 3½ saloon, appearance as brand new, one careful owner, small mileage, tools and equipment unmarked; accept £865.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1952 Jaguar Mk. VII, 8,000 miles, black/brown leather, radio, absolutely indistinguishable from new, perfectly maintained by late fastidious owner; 1,575gns.—Carr Bros. Garages, Ltd., High St., Purley. Uplands 4812. [8344

1948 Jaguar 1½-litre S.E. saloon, black, 26,000 miles, £645; 1947 Jaguar 1½-litre S.E. saloon, suede green, radio, £545; both immaculate, written guarantee.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [C2057

1949 (Oct.) Jaguar Mark V saloon, black, brown leather, heater, radio, excellent condition throughout, outstanding value; £795; many others; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

295 gns.—Jaguar, 1939 model, 3½-litre foursome drop head coupe, pastel blue, leather upholstery, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1951 Mark V Jaguar black saloon, red upholstery, loose covers, 20,000 miles, unmarked; exchanges for Mark VII saloon with cash adjustment, or would sell separately.—Taylor, Sussex Hotel, East St., Brighton. [8293

1951 drop head coupe, Jaguar Mk. 5, under 11,000 miles, grey, grey interior, radio, heater, and many expensive extras; this magnificent vehicle has been maintained in an immaculate condition and is indistinguishable from new; £1,475.—Box 5305. [8300

1949 Jaguar Mk. V 3½-litre, 7,000 mls., mechanically perfect, immaculate black cellulose, very clean interior, a car of beautiful lines in really outstanding condition; 875gns.—Carr Bros., Soho Garage, Soho Sq., W.1. Ger. 6678-9. [8348

1939 Jaguar 2½-litre saloon, an excellent car mechanically, red leather interior, and finished in silver grey, post-war condition; £295; £100 deposit, balance 18 months; 40 cars always in stock; exchanges a speciality, callers only.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [8358

IRELAND'S GARAGE, Ltd., Parkfield Rd., Wolverhampton, offer for sale, subject to being unsold, 1950 series Jaguar Mark V saloon, black/brown leather, very low mileage; H.M.V. radio; taxed; magnificent condition; accept £850 quick sale.—Tel. Wolverhampton 30772. [8154

1939 Jaguar 1½-litre saloon, which is in almost 1948 condition, colour suede green, with upholstery to match, engine recently sleeved, and whole car put into super condition, new tyres; £395; exchange.—Southwinds, Smugglers Walk, West Worthing, Sussex. Goring-by-Sea 32131. [C4027

Jaguar Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Jaguar cars. 150, Park Lane, W.1. Grosvenor 5454 [0875/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0943/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, post-war Jaguar car; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907 [0254/R

SAUL & SLATTER, Ltd.—44-46, Aldermans Hill, N.13

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 1205/7175 [W4002/R

BARTLETT.—Jaguar XK120 urgently required.—27a, Pembridge Villas, W.11. [W1013

MARK V Jaguar wanted, 1950 or '51.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558. [8221

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0180/R

PERFORMANCE CARS urgently require Jaguar's.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107 New Cavendish St., Great Portland St., W.1. Museum 8221 [W3041

Jaguar Cars Wanted

LOW mileage 1946-49 Jaguar 1½-litre S.E. saloon required.—London Cars, Greenford. Waxlow 2643. [C2057

XK120 low mileage, wanted for cash.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

SS100 3½-litre sports, in good condition only, wanted for cash.—Hampstead 5430, or Cunningham 2029 after 7 p.m. [8363

EXCHANGE 1950 (Sept.) one-owner Vanguard, 17,000 miles, and £900 cash for Mark 7 Jaguar.—2, Ingleby Way, Wallington. Tel. 1987. [8417

Jaguar Spares and Service

H

HENLYS Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 5477.)

SPARES and replacement engines for all models.

AND at Manchester, Cheetham Hill Rd. Deansgate 6216-7.

QUICK completion of repairs. [0563/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares; Jaguar repairs and maintenance.—Service Station: Green Lanes, N.13. Palmers Green 1205/7175. [84002/R

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0430/R

LEONARD WILLIAMS & Co (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0528/R

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialized service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wemblev. Arnold 1154-5. [0719/R

JEEP

JEEP (Ford), excellent condition, good tyres, repainted; £125.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

£110 buys a special bargain.—See Metamet, famous for 12 conversions.—98B, Belsize Lane, N.W.3. Hampstead 6231. [0527/R

JEEPS!!!—Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013/0621. [0241/R

JEEPS, right or l.h.d., range of bodywork, private or commercial.—Wick Autos, 100% Jeep firm, Hampton Wick, Kingston-on-Thames (4718). [0820/R

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; all spares stocked; exchange plan engine, gear box, water pump, etc.; new hoods, gasket sets, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [0035/R

MANSELL & FISHER (home or export Jeep specialists) offer direct from stock rebuilt Jeeps with 6 months' guarantee; own Jeep taken in part exchange or rebuilt; all spares stocked; contractors to overseas Governments.—11, Cadogan Lane, London, S.W.1. Sloane 4732, 4728. [C3066

165 gns.—Jeep (Ford), registered August 1948, coach-built utility, maroon, bench seat, drop tailboard, spare wheel, very good condition, choice of 3 Jeeps; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0954/R

Jeeps Spares and Service

100% Jeep firm, all spares by return, or over counter, small or large quantities.—Wick Autos. (See under Jeeps.) [0366/R

JENSEN

BROOKLANDS: Individuality, new and used cars.

1953 Jensen Interceptor saloon and cabriolet.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

JOWETT

H

M

BENTLEY & PARTNERS, Ltd., offer:—

1951 model Javelin saloon de luxe, turquoise blue, fitted Marchal headlamps; £675.

6 months same as maker's guarantee.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

CAMDEN MOTORS.—Jowett. See our full page advert on page 51 of this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 7 p.m.; write for catalogue. [C1035

1952 Javelin de luxe saloon, one owner, black with red leather, fitted radio, superb condition; £795.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4055

JOWETT

NEWNHAMS, Ltd.

1952 Jowett Javelin de luxe saloon, grey with red; £795.

NEWNHAM House, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

WOODCOTE, at Epsom.

1952 de luxe Javelin, black, negligible mileage, P.E. engine; £675.

PART exchanges, deferred terms.

THE WOODCOTE MOTOR Co., Ltd., Epsom 1234/8. [7926

CLARKE'S OF PIRBRIGHT.

DISTRIBUTORS. Day and night service in Guildford, Woking and Aldershot area.

GUARANTEED used Jowett products:—

1951 Javelin saloon; £650.

1950 Javelin de luxe saloon; £675.

SHOP-SOILED Bradford de luxe utility; £550.

1952 Bradford van, 1,000 miles; £375.

NEW Javelins from stock.

NEW Bradford vans from stock.

CLARKE'S OF PIRBRIGHT, Pirbright, Surrey.

BROOKWOOD 2201-2. [0322/R

1950 and 1949 Javelins.—Anthony Crook, Tel. Caterham 2232/3. [C1065

1949 Javelin saloon, black with beige leather, new engine fitted recently; £575.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4055

JAVELIN de luxe, 2,775 miles, Aug. '52, Connaught green, as new; £850.—Bowman's Garage, Weybridge 1265. [C1033

1952 Javelin de luxe saloon, gunmetal, red leather, radio and many extras; 10,000 miles and is as new; £825.

GEORGE FITT MOTORS, Ltd., Tankerton, Kent. Whitstable 2244. [8162

1948 Javelin saloon, black with red leather, 14,500 miles only, immaculate car, heater; £495.—Kingston 7136. [8435

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory-trained mechanics.

GODFREYS, Ltd., 228-234 London Rd., Croydon. Cro. 5641-2. [0463/R

JOWETT and Javelin main agents, spares and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [0422/R

1953 model chassis No. E2/PE22780D Javelin de luxe, 1,300 miles; £1,025.—Wrays Park Garages, Reigate 2263. [8393

1952 (December) 400 miles only; Javelin saloon, unmarked and as brand new; accept £865.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0302/R

1952 (model) Javelin, metallic bronze, 9,000 miles, heater, very clean, any inspection; 3 months' guarantee; £725.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4054

1952 Jupiter, copper with red interior, radio, heater, as new, 100% condition; offered at the bargain price of £895; part exchanges or terms welcomed.—Humming Bird Garage, Watford Rd., St. Albans 2050. [8375

225 gns.—Jowett, 1939, 10hp 4-cyl. saloon, black, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1952 Javelin de luxe saloon, immaculate, as new car, under 600 miles; £925. Also new 1952 Bradford builder's truck, and prompt delivery new Javelin and Bradford.—Jowett Sales, 140, Golders Green Rd., N.W.11. Speedwell 0015. [C4004

1948 (December) Javelin de luxe, sand/beige leather, heater, low mileage, exceptional condition; 3 months' guarantee; £535.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4054/1

1951 (May) Jowett Jupiter, fitted with an attractive 2/4-seater fixed head coupe body, finished in bluish grey metallic cellulose, with deep red wheels and upholstery to match, exceptionally fast; £750.—Southwinds, Smugglers Walk, West Worthing, Sussex. Goring-by-Sea 42131. [C4027

ROSE & YOUNG, Ltd., offer: Brand new and unregistered shop soiled Jowett Jupiter sports convertible finished in metallic green; this carries the maker's guarantee, offered at £995, a saving of £300 on the list price.—65-69, Sternhold Ave., Streatham Hill, S.W.1 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3067

Jowett Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Jowett cars. 520, Euston Rd., N.W.1. Euston 1212. [0874/R

ROWLAND SMITH'S

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0954/R

JUPITER wanted for cash.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jowett Spares and Service

MILESTONES (SERVICE GARAGE), Ltd., main agents, Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England; immediate despatch, trade or private.—Tel. Erith 2469/2629. 308, Erith Rd., Bexleyheath. [0571/R

KINGSTON-ON-THAMES.—Distributors for Jowett, comprehensive spares and service facilities; trade requirements catered for.
G. W. WILKIN Ltd. 64, Eden St., Kingston 2241-2. Also Hampton Court, Molesey 6109. [S4053/R

COLLIVER-FISHER Ltd., excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.
NORTHWOOD, Middx. Tel. 777 (4 lines) [0009/R

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelin and Bradford.—Bodnerafield Lane, Harrow. Tel. 6225-6. [0075/R

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents; over 28 years' Jowett experience; spares and service [0759/R

ENERGOL BP lubricating service centre for Jowett and Bradfords; repairs and spares during your day in town.—Wimbush & Co., Ltd., 35, Headfort Place, Hyde Park Corner, S.W.1. Further details Sloane 0151. [0167/R

LAGONDA

HAROLD RADFORD & Co. Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). [C5047/R

GUY SALMON AUTOMOBILES offer:—

1950 Lagonda 2.6-litre saloon, 16,000 miles, faultless example, £1,550; also another at £1,450.
1952 (September) Lagonda 2.6-litre drop head coupe, £2,550.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

BROOKLANDS: Lagonda distributors; latest models.

1952 Lagonda 2.6-litre coupe, mileage 6,000.

1951 Lagonda 2.6-litre saloon, radio, heater.

1951 Lagonda 2.6-litre coupe, many extras.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1952 Lagonda 2.6 drop head.—Anthony Crook, Tel. Caterham 2252-3. [C1063

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.), series 4½-litre 4-seater sports tourer, a fine car in immaculate condition throughout.

1935
1936 4½-litre L.G.45 4-seater tourer, complete engine and chassis overhaul.
1936 4½-litre L.G.45 saloon, splendidly maintained throughout.
1936 4½-litre L.G.45 drop head coupe, black, several extras.
1938 V.12 short saloon, small total mileage, engine overhauled by Lagonda, Ltd.

FURTHER particulars of these and other models now in course of preparation; any make taken in part exchange.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 237, London Rd., Staines. Tel. Staines 4211-2-3-4-5, or (private) Walton-on-Thames 1562. [C1080

PERFORMANCE CARS, good selection, always available; written guarantee.—See under "Sports Cars." [C3041/R

1950 Lagonda sports saloon, dark blue, in immaculate condition; £1,450.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 4371. Showroom, Molesey 6199. [C3037

ROSE & YOUNG, Ltd., offer:—1948/9 Lagonda 2½-litre drop head coupe, exceptional condition throughout, fitted heater and H.M.V. radio; £995.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3067

Lagonda Cars Wanted

ROWLAND SMITH'S the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0946/R

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

1950—51 2.6-litre Lagonda coupe wanted, private purchaser.—Details to Oldham, Witheridge Wood, Beaconsfield, Bucks. Evenings Penn 2199. [6294

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years' service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

273, London Rd., Staines. Tel. Staines 4211-2-3-4-5. We are open on Saturday mornings. [S1080

LANCHESTER

R. F. FUGGLE, Ltd.

1947 Lanchester 10, maintained by manufacturers since new, mileage 16,541, loose covers, radio, heater, and spotlamp; £575.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

CHARLES FOLLETT, Ltd., offer:—

546 miles only.—Lanchester 14 saloon, beige, owner forced to sell, in brand new condition, 2 months old, offered at £100 under list; £1,433.

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

LANCHESTER

STRATSTONE, Ltd., Lanchester Distributors.

LANCHESTER 10hp saloon (Dec., 1947), black with brown leather, very well maintained; £650.
STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404); 7, Herbrand St., Russell Sq., W.C.1 (Terminus 7464). [C4022

1951 Lanchester 11hp saloon, 9,000 miles, radio; £935.

GORDON CARS (LONDON), Ltd., Gordon House, 373, Euston Rd., N.W.1. Eus. 6611. [C2023

1939 Lanchester Roadrider sports saloon, black/blue leather, mechanically 100%, a specimen car in every respect; £415.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [8368

1938 Lanchester 14 Roadrider saloon, taxed, original and good; £195.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C5059

175 gns.—Lanchester 18, 1938, de luxe saloon, black, sliding head, brown leather, reconditioned gear box, very good condition; terms, exchanges.—Rowland Smith, below.

175 gns.—Lanchester 14, 1937, Roadrider de luxe saloon, black, red leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£150—Lanchester 12 saloon, overhauled at cost £90, new tyres; genuine bargain.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

1939 Lanchester 10.9hp, Mulliner coach body, finished dark blue; £200 spent on car during last twelve months, including recellulosing; first-class condition; 300gns or near offer.—Tel. Holborn 2012 or Livingstone 2815. [8433

Lanchester Cars Wanted

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0947/R

Lanchester Spares and Service

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237/R

ALLEN'S, Victoria Rise, Clapham, S.W.4, Lanchester and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0642/R

LANCIA

DICKS.

1938 Lancia Aprilia saloon, genuine 35mpg, very fast and attractive; £395.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

LANCIA Aprilia, reconditioned engine, recellulosed; £375.—S. & S. Motors, Bayswater 1644. [8016

APRILIA 1937, fast, economical, tyres perfect, recellulosed; £525.—Grosvenor Garage, Stockbridge, Hants. [8281

LANCIA Aprilia special Farina drop head foursome, registered 1948 (photographs available); £755.—Major Barker, Old Dalby, Melton Mowbray. [8153

GUY ALFREDS & Co. offer: 1938 Lancia Aprilia, fine specimen, brand new tyres.—6-7, Warren St., W.1. Euston 3266. [C1005

JOHN S. TRUSCOTT, Ltd., usually have the best examples; also many other makes; exchanges, deferred terms.—175, Westbourne Grove, W.11. Bay. 4274. [C4055

1938 Lancia Aprilia standard saloon, fitted Marchal Optiques, Notek fog lamp, screen washers, heater, thermometer, ammeter, manually operated shutters, late type front suspension, good condition; £395.—Oliver, 16, Ellesmere Rd., West Town Lane, Bristol, 4. Tel. 75504. [8516

Lancia Cars Wanted

ROWLAND SMITH'S, the Lancia buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0382/R

PERFORMANCE CARS urgently require Lancias.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

WANTED, 1938 or 1939 Lancia Aprilia cabriolet by Farina, in high-class condition.—Full details to Box 5278. [8244

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563 [0508/R

JOHN S. TRUSCOTT, Ltd., are consistently good buyers of really well-kept Lancias.—175, Westbourne Grove, W.11. Bayswater 4274. [W4035

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representatives of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0320/R

LA SALLE

1939 V.8 La Salle Roadmaster 5-str. sedan, superbly maintained in most beautiful order; radio, heater, loose covers, new Michelin tyres, popularly regarded as the best of American motoring list to-day this country, near £5,200; accept £385.—Holden Automotive & Marine Co., Ltd., Shipbuilders, Yarmouth, Wight. Tel. 584. [8185

LEA-FRANCIS

B. J. HUNTER, Ltd., offer:—

1947 Lea-Francis 14hp saloon, fitted radio, heater; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

LEA-FRANCIS

BROOKLANDS: Individuality, new and used cars.

1948 Lea-Francis 14hp sports 2-str.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1951 (October) Lea-Francis 14hp coachbuilt estate car, fitted H.M.V. radio, heater, mileage 10,000; £850.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 3082. [C3004

1948 Lea-Francis 2-seater; £525.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

NAYLOR & ROOT.—1948 Lea-Francis saloon, black, beige hide (reg. Sept., '48), excellent performance; £595; written guarantee.—25, East Hill, Clapham Junction, S.W.11. [C5022

CHARLES FOLLETT, Ltd., sole distributors Lea-Francis London & Home Counties, offer the following cars which represent exceptional value and which have all been serviced and carry a three months' written guarantee:—

1951 Lea-Francis 2½ streamlined sal., metallic blue, 16,000 miles; this fast and attractive car offered at £1,265 (list price £2,148).

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—
BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7. [0595/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0592/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—
BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7. [0595/R

LINCOLN

ACRES offer:—

1947 Lincoln Super 12, finished in royal blue with grey cord upholstery, heater, radio, musical horns, and hosts of extras, speedometer reading 52,000, undoubtedly genuine, this magnificent vehicle has been carefully used and maintained by a fastidious and titled owner, indistinguishable from brand new, must be seen to be believed; first £995 secures.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9 [0747/R

LINCOLN-ZEPHYR

NOEL ROSCOE offers:—

1939 Lincoln-Zephyr 36hp 4-door convertible, completely overhauled, in immaculate condition, radio and heater; £595.—High Rd., Byfleet, Surrey. Tel. 270. [C3062

AMERICAN Lincoln-Zephyr 12cyl. (laid up during war), £300 spent on recent overhaul; reason for sale, new car delivered; nearest £550.—Potter, St. Annes 1567. [8432

Lincoln-Zephyr Cars Wanted

ZEPHYR wanted, 1952 Consul in exchange.—Cawood, General Transport Finance Corporation, 9, York St., Sheffield, 1. Tel. 22018. [8271

MERCEDES

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

TYPE 540K 4/5-seater cabriolet, right-hand steering, black with grey leather; £525.—Victoria 8715. [8045

1941 (first reg.) Mercedes-Benz cabriolet, similar to 500K with 5.8-litre engine, a very beautiful specimen, finished black and Poly-grey, l/h drive; £525.

ALSO a 1937 r/h drive saloon 230 model in splendid condition throughout, recellulosed and fittings rechromium plated, £425.—Pantiles Service Garage, London Rd., Guildford. 5326 [C5055

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales, Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [3165

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

M.G.

B. J. HUNTER, Ltd., offer:—

1949 M.G. T.C. sports 2-seater, £90 worth of extras fitted; £525.

1947 M.G. T.C. sports 2-seater, carefully used; bargain, £395.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [C2040

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

PC

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of a comprehensive stock, not just one car which might prove unsuitable.

M.G. T.C. 2-seater roadster, 1949, £395; M.G. T.C. 2-seater roadster, 1949, £425.

M.G. T.A. 10hp 2-seater, 1938, £295; M.G. T.A. 10hp 2-seater, 1939 £265.

M.G. T.B. 11hp 2-seater, 1939, £355; M.G. T.A. 10hp Tickford coupe, 1939; £345.

M.G. P.B. 9hp 4-seater, 1936, £245; M.G. P.B. 9hp 2-seater, 1936; £225.

M.G. P.A. 8hp 2-seater, 1935, £175; M.G. J.2 8hp 2-seater, 1933, £145.

M.G. V.A. 1½-litre saloon, 1937; £275; M.G. V.A. 1½-litre tourer, 1939, £295.

M.G. 2-litre 18hp drop head foursome, 1938, £245; M.G. 2-litre 18hp Charlesworth tourer, 1937; £265.

M.G. 2-litre 18hp sports saloon, 1936, £225; M.G. Mark II 18/80 saloon, 1950; £155.

M.G. 12hp coupe, 1933, £125; M.G. 12hp tourer, 1932, £95.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. Ealing 8841, or 107, New Cavendish St., Great Portland St., W.1. Museum 8221. [C3041

CAR MART, Ltd.

1951 M.G. T.D. 2-seater, 8,000 miles; £625.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 2134. [C1039

R. F. FUGGLE, Ltd.

1949 M.G. T.C., most carefully maintained, colour red, radio and numerous accessories; £520.—R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1665. [C2017

PARADE MOTORS (MITCHAM), offer:—

1947 M.G. T.C., green, good tyres and hood, mechanically perfect; £375.

1939 M.G. T.A., black and green, in outstanding condition; £299.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3036

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1949 T.C. M.G. Midget, black, beige upholstery, mileage 6,400 only, stored last 18 months, immaculate condition; £525.

1949 T.C. M.G. Midget, black, green upholstery, excellent condition; £495.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1051. [C4009

HENDON CENTRAL GARAGE, Ltd., offer:—

1947 M.G. II T.C. roadster, excellent condition throughout; £450.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [C2034

KEVILL-DAVIES & MARCH, Ltd., offer:—

1950 1½-litre M.G. saloon, very smart, black, maroon upholstery, first-class condition throughout.—41/42, Hay's Mews, Berkeley Sq., W.1. Grosvenor 2565. [8068

BROOKLANDS: Individuality, new and used cars.

1952 M.G. T.D. sports 2-seater, supercharged 7,000 miles, many extras.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:

1951 (November) M.G. T.D. model green, beige as new; £650.

MARLBOROUGH WORKS, Kenton. Tel. Wordsworth 5656 and 3658. [C1008

CAMDEN MOTORS, M.G.—See our full page advert. on page 81 of this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

1951 M.G. 1¼-litre saloon, 18,000 miles, one owner, immaculate car; £695.

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1949 M.G. T.C. 2-seater, black, 12,000, one owner; choice two from £525.

RIPCO, Ltd., (M.G.s purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

1937 M.G. T.A., new engine in 1951, new hood, etc., £225. Tel. Gladstone 3006. [8264

1946 T.C. M.G. 2-seater, several extras, nice car; £595.—Wray Park Garages, Reigate 2265. [8591

1935 P.A. M.G. 2-seater, excellent condition, radio, new battery; £225, o.n.o.—Box 5265. [8261

M.G. V.A. 12hp tourer, 1939, reconditioned engine, sound; £275 o.n.o.—Yewtree Cottage, Mill Lane, Horley. [8275

145 gns.—M.G. Midget, 1933, 8hp J.2 2-seater, red, good condition, taxed; terms; exchanges.—Rowland Smith below.

425 gns.—M.G. Midget, December, 1949, 11hp T.C. 2-seater, metallic blue, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1952 M.G. T.D. model, 3,000 miles; £695.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

ROSE & YOUNG, Ltd., offer 1951 (November) M.G. T.D. 2-seater, 9,000 miles only, tuned to stage 11, several extras, immaculate condition, metallic green; £635.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

M.G.

1946 M.G. 10hp 2-seater, also 1937 2-seater, excellent.—Autowork, Ltd., Winchester. Tel. 4854. [C1010

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—60, Piccadilly, W.1. Grosvenor 4141. [0390/R

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3548. [0082/R

£475 —M.G. T.C. 2-seater (Sept., 1949), 24,000 miles, body and engine in excellent condition, 5 new tyres, various extras.—Box 5315. [8315

1940 1½-litre V.A. M.G. tourer, grey, red upholstery, new hood and sidescreens, many extras, fast and attractive car; £295.—Tel. Cle. 4601. [8258

1950 (November) M.G. 1¼ saloon, black; £675.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1939 M.G. 2.6-litre saloon, splendid condition, one owner, 5 new tyres, bargain; £285.—A. Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

M.G. T.C. 2-seater, late 1949, 18,000 miles, recent respray cream, perfect condition throughout, one owner-driver; nearest £500.—Box 5268. [8266

£365 —T.C. M.G., 1946, really specimen car, reconditioned engine, etc., A.A. inspection welcomed, all new tyres, many extras, taxed.—Box 5281. [8241

NAYLOR & ROOT.—1951 M.G. 1¼ saloon, maroon, radio, carefully maintained; £695; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

JACK ROSE, Ltd., M.G. agents, offer 1952 T.D. 2-seater, absolutely as brand new in British racing green, 3,500 miles; £695.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C5056

£385 !!!—Specimen condition M.G. 2.6 sports saloon, for the enthusiast who has been looking for a long time this is it! Gear box as smooth as silk, engine purrs delightfully, and whole motor car genuinely outstanding, you must see it.—Below.

£345 !!!—Magnificent drop head coupe 2-litre M.G., bodywork excellent, interior magnificent, 100% chassis; 3 months' guarantee; hire purchase; exchanges.

LAMBS, Finchley Showrooms, 421 & 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

£395 —T.C. M.G. 1947, ivory, in first-class mechanical condition, unusually well equipped, twin chromium windtones, Lucas long range spot and fog lamps, de-mister, badge bar, Brooklands wheel, aero screens, taxed Dec.—Derrington, 159-161, London Rd., Kingston 5621/2. [C1071

M.G. late 1949 1¼-litre sports saloon, black with beige leather upholstery completely unmarked, undersealed on delivery and absolutely original through, low mileage, fitted twin chrome Mellowtones, fog-light, loose covers, radio aerial, etc.; £550 or near offer.—Tel. Birmingham South 3018. [8412

OPPORTUNITY.—1939 (Autumn) P.B. M.G. 2-seater, quite unmarked, purchased from Rolls-Royce engineer, incredibly maintained, new super quality tan hood and side curtains, innumerable costly extras, 2 new tyres, new battery; 3 months' written guarantee; £350.—Speedsters, Ltd., Offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628 until 9 p.m. [C4020

M.G. Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase M.G. Cars.—520, Euston Rd., N.W.1. Euston 1212. [0966/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0948/R

MAYFAIR GARAGES, Ltd.—Cash for M.G.s.—Balderton St., W.1. Mayfair 3104. [0696/R

PERFORMANCE CARS urgently require M.G.'s.—Great West Rd., Brentford Middlesex. Ealing 8841; or—

107 New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

1939 M.G. T.A. or T.B., good condition, wanted urgently.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558. [7601

URGENTLY required, 1947-51 M.G. 1¼ saloons.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1286

WANTED, M.G.s, J.2, P.A., P.B., T.A., T.B. and T.C.—Parade Motors (Mitcham), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [5036

M.G. Spares and Service

TOULMIN MOTORS, M.G. specialists, Staines Rd., Hounslow. [0349

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. [8304l/R

UNIVERSITY MOTORS, Ltd.—Largest stock of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0505/R

M.G. Spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts etc, replacement camshafts, rockers, dynamos, load springs, wheels, hubs, vertical drive assemblies; prompt postal service, c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station). S.W.19. Liberty 3083. [0433/R

MORGAN

1939 Morgan 4/4 red 4-str., good appearance, well maintained; £285.—6, Windermere Rd., Streatham Vale. [8175

SLOCOMBES, Ltd., Willesden 4869.

WE offer 1950 Morgan 4/4 sports 2-seater, in red with black leather interior, fitted radio, twin spare wheels, 80mph, 35mpg, this car is in perfect order throughout, and carries our special free service guarantee.

A.A./R.A.C. inspection welcomed; insured hire purchase terms if desired, genuine allowance on your present car or motor cycle.

SLOCOMBES, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017

445 gns.—Morgan 4/4, November 1950, 10hp sports 2-seater, green, black leather, one careful owner, small mileage, two original spares unused, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Morgan Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949/R

SLOCOMBES, Ltd., The Morgan People.

WE urgently require to purchase all models Morgan cars.

WRITE, call or phone.

38/52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. [W4017

REQUIRED immediately, good Morgan.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W3000

H. F. EDWARDS urgently require good Morgan for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Langham 0012. [W2001

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514/R

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728/R

REPAIRS, parts, reconditioned, guaranteed gear boxes, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 2647. [0797

MORRIS MINOR

CAR MART, Ltd.

1950 Morris Minor 2-door saloon, 11,000 miles; £495.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1039

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1950 Morris Minor 4-seater tourer, one owner only, reasonably low mileage, carefully maintained from new, coachwork and interior unmarked, very sound mechanically, choice of three others, 429gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car, always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

WOODCOTE AT EPSOM

1952 4-door de luxe Minor, black, low mileage, first-class condition; £575. Also

1951 4-door black with red leather; £565.

THE WOODCOTE MOTOR Co., Ltd., Morris Distributors, Epsom 1234-8. [7927

H. A. SAUNDERS, Ltd., offer:—

1951 Morris Minor saloon, blue with beige upholstery, recorded mileage 5,900; £565.

1949 Morris Minor tourer, green with beige upholstery, recorded mileage 15,000; £465.

836 —842, High Rd., N.12. Hillside 0024. [C2027

H. BEART & Co., Ltd., offer:—

1949 Morris Minor saloon, black with beige upholstery; outstanding value at £435.—102, London Rd., Kingston-on-Thames. Tel. 3548. [C6560

1952 Minor, 5,000 miles. £585.—Below.

1952 Minor 4-door with extras, 3,000 miles, £610.—Mansfield Autos, Ltd., Euston 2587. [C3001

1952 Morris Minor tourer, grey, maroon, 6,000 miles, in excellent condition, B.M.T.A. consent.—Below.

1950 Morris Minor saloon, grey, 11,000 miles, one owner.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

MORRIS MINOR, 1951, 2-door saloon, heater, 13,000 miles, one owner £525; seen London or Basingstoke.—Box 5310. [8399

MINOR saloon, late 1951, 8,000 miles, as new; £495.—Blue Star Garage, Ltd., 364, Kensington High St., W.14. Western 9851. [8430

1951 Morris Minor saloon, heater, radio, etc., 18,000 miles; £515.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C3026

1951 Morris Minor saloon, low mileage; £490.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1949 Morris Minor maroon saloon, excellent condition, one owner; £420.—Raw, 57, Bemhill Ave., Sutton, Vig. 8011 (after 7 p.m.). [6302

1952 model Morris Minor tourer, black, red leather, 5,000 miles, as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

1951 (August) Morris Minor 2-door saloon, total mileage 11,000, one owner, blue, in excellent order throughout; £515.
LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [C2058

£425.—Morris Minor (October) 1949 tourer, black, 25,000 one owner, A1 condition; quick sale.—Hughes, Slo. 3255. 74, Kinnerton St., S.W.1. [8515

MORRIS MINOR saloon, excellent condition, guaranteed; £465; exchanges and terms.—Palmers, 55, York St., Twickenham. Popesgrove 1890/7087. [C3054

WALTER SCOTT, Ltd.—1950 Morris Minor saloon, beige, low mileage, one owner; £495.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Pri. 5914. [C4006

1950 series Morris Minor touring car, one owner, mileage 19,000, colour maroon, carefully used; £455.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0596. [C1075

495gns.—Morris Minor 1950 (regd. 1951) saloon, black, H.M.V. radio, one careful owner, small mileage, excellent condition; terms, exchanges.—Rowland Smith.—Below.

465gns.—Morris Minor, 1949 (registered 1950) saloon, black, one owner, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£465.—1950 (Oct.) Morris Minor saloon, black with beige upholstery, as new; terms, exchanges.—G. S. Hall, Ltd., 302, King St. Hammersmith, W.6. Riverside 2881. [C2051

NAYLOR & ROOT.—1950 Morris Minor saloon, black, beige interior, low mileage, very economical; £475; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022

1949 (November) Morris Minor tourer, maroon with beige upholstery, an immaculate and outstanding car, thoroughly recommended with written guarantee; terms, exchanges.—H. F. Edwards, 172, Kingston Rd., Ewell 5101. [C2002

PRIDE & CLARKE, Ltd.—1952 Morris Minor saloon, black/red leather, 4,000 miles, £549; 1950 saloon, beige/beige leather, one owner, 16,000 miles, £469; 1949 saloon, green/beige leather, one owner, £459; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [8199

Morris Minor Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716/R

49-51 Minor no dealers, full particulars.—Elmes, 24, Argyle Rd., Ilford. [8357

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0383/R

1950/52 Minor saloon wanted, as new.—Adams, 685, Durham Rd., Gateshead-on-Tyne. Tel. 75532. [6254

TURF MOTORS OF FRIZINGHALL, Bradford, will always buy Morris Minor saloons from private owners.—Write details or tel. Bradford 41337. [6827

MORRIS EIGHT

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1939 Morris 8 Series E de luxe saloon, original black coachwork, brown leather upholstery, in really amazing condition for its age, recently fitted with new engine; we have 10 of these much-sort-after models of similar condition from 279gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [C4047

1948 (September) Morris 8hp 4-door saloon, one owner, replacement engine fitted, £350.
LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [C2056

£375.—1948 Morris 8 4-door saloon, black, brown upholstery.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

MORRIS 8 tourer, 1935, excellent condition; owner going abroad.—Ring Horsham 147. [8277

1946 Morris 8hp saloon 2-door, black, brown leather upholstery, body in excellent condition; £325.—Paddington 0022 [C2032

£155.—1938 Morris 8 saloon, unrepeatable offer.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2422. [8388

325gns.—Morris 8, 1946 de luxe saloon, black, sliding head, brown leather, one owner, very good condition; terms, exchanges.—Rowland Smith.—Below.

195gns.—Morris 8, 1938 de luxe saloon, blue, sliding head, leather upholstery, very good condition; terms, exchanges.—Rowland Smith.—Below.

125gns.—Morris 8, 1937 model, 2-seater, blue, blue leather; terms, exchanges.—Rowland Smith.—Below.

69gns.—Morris 8, 1936, tourer, black, blue leather; taxed, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£265!!! 1939 Morris 8 Series E de luxe saloon, excellent condition, looks and runs like post-war; choice of 2; 3 months' guarantee; hire purchase, exchanges.
LAMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

MORRIS EIGHT

£145 or £50.—1936 series Morris 8 saloon, excellent runner, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1948 (Oct.) Morris 8 4-door saloon, green, brown leather, one owner, 30,000 miles; £350.—Paton, 337, Bath Rd., Slough. Tel. Burnham 225. [6285

1946 Morris 8 saloon, Series E, has had reconditioned engine; £510.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

ARCHIE SIMONS & Co., Ltd.—1951 Morris 8 tourer, colour black, 8,000 miles only, one owner, the whole car almost as new; £485.—94, Gt. Portland St., W.1. Lan. 1345. [C4015

MORRIS 8 sun saloon de luxe, 1939, series E 2-door, black with blue leather, immaculate condition, good tyres, new carpets, well maintained by one owner; £245.—Richmond 3477 or 1287. [8254

1948 Morris 8 grey 2-door sliding roof saloon, one owner, reconditioned engine, excellent condition throughout; £345.—Garage Service Co., Ltd., 1081, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. [C2019

Morris Eight Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0976/R

MORRIS TEN

1939 Morris 10, immaculate condition throughout; £355.
MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [C5005

MORRIS 10 saloon, 19/10/34, black tyres, as new; £115.—Cranmore, tel. Potters Bar 2040. [C1062

1947 model Morris 10 saloon, good condition throughout, £360.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [7715

WALTER SCOTT, Ltd.—1946 Morris 10, black, exceptional condition; £545.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

1935 Morris 10/4 de luxe saloon, black with brown leather interior, bodywork well above average, mechanically very good throughout, new piston rings now being fitted; £145.
TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3595. [C4050

1939 Morris 10 saloon, immaculate condition throughout, black, brown leather; £265; terms.—Rayhern Cars, Ltd., 30, Upbrook Mews, Craven Rd., Paddington 0385. [8545

Morris Ten Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0977/R

WHY accept less for your Morris 10hp saloon when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

MORRIS TWELVE

DICKS.

1938 Morris 12 saloon de luxe, very much above average condition; £295.

1946 (registered) Morris 12 coupe, most attractive, well-kept car; £195.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

£135.—Series II (1936-7) Morris 12 fixed head coupe, exceptionally attractive little car.—Box 5287. [8212

195gns.—Morris 12, 1938 Series III de luxe saloon, black, sliding head, green leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0978/R

MORRIS OXFORD

OVERSEAS CARS, Ltd.

1950 (October) Morris Oxford saloon, black, red leather, heater, excellent condition throughout; £595.
OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3051

B. J. HUNTER, Ltd., offer:—

1950 Morris Oxford saloon, one engineer owner, as new; £575.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

H. BEART & Co., Ltd., offer:—

1951 Morris Oxford saloon, the property of one owner since new, genuine 11,000 miles and outstanding value at £645.—102, London Rd., Kingston-on-Thames. Tel. 5348. [8051

H. A. SAUNDERS, Ltd., offer:—

1950 Morris Oxford saloon, blue with blue upholstery, recorded mileage 22,000; £565.

836—842, High Rd., N.12. Hillside 0024. [C2027

BLUE STAR GARAGES, Ltd., offer:—

1951 Morris Oxford saloon, colour black with brown leather, in immaculate condition throughout, £620.—63, Fortune Green Rd., West Hampstead, N.W.6. Ham 2211 [C4051

WANSTEAD MOTORS, Ltd., offer:—

1949 Morris Oxford, grey with beige leather, heater, loose covers, one owner; £395.
WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [C4042

1950 Morris Oxford saloon; £575.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. (Ham. 2254.) [8056

MORRIS OXFORD

GUY SALMON AUTOMOBILES, offer:—

1952 Morris Oxford, 8,000 miles; £685.—Portsmouth Rd., Thames Ditton. Emberbrook 5851-2-3. [C4001

BURGE & INGLIS MOTORS, Ltd., Willesden 4869.

WE offer on immediate delivery two new and unregistered Morris Oxfords, one in grey with no extras, one in black with radio and heater.

GENUINE part exchange allowance on your present car and motor cycle; insured hire purchase terms if desired.
BURGE & INGLIS, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017

1949 late Morris Oxford saloon, heater, 16,000 miles only, £495.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1951 (Apr.) Morris Oxford saloon, black, brown leather (latest type Dunlopillo upholstery), heater, 14,000 miles, as new; £645.
W. J. BROWN, Ltd., established over 30 years.
339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1951 Morris Oxford, 14,000 miles, one owner, black, heater; £595.—Blue Star Garages, Ltd., 264, Kensington High St., W.14. Western 9851. [8169

MORRIS OXFORD, 1952, wheel spats, over-riders, etc., immaculate car fully guaranteed; £660.—Renfry Motors, 362, Anlaby Rd., Hull. Tel. 51059. [8408

900 miles.—1953 Oxford saloon, colour grey, unmarked.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3589. [C1027

1951 Morris Oxford, low mileage, black/brown leather upholstery, perfect condition throughout; 525gns.—Carr Bros., Soho Garage, Soho Square, W.1. Ger. 6678/9. [8545

TANKARD & SMITH, Ltd., offer 1951 Morris Oxford saloon, black, fitted heater, recorded mileage 14,000, whole car absolutely unmarked; £650.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

1952 Morris Oxford saloon, black, radio, htr., loose covers, fog lamp, Trico screen washer, 4,000 miles; £775.—Jack Olding & Co., North Audley St., W.1. Mayfair 5242. [C5050

PRIDE & CLARKE, Ltd.—1951 Morris Oxford saloon, grey/brown leather, 9,000 miles, radio, heater, one owner, £599; 1949, black/beige leather, 18,000 miles, heater, one owner, £499.—Stockwell Rd., S.W.9. Brixton 6251. [8200

EPSOM.—The Woodcote Motor Co., Ltd., Morris Distributors, offer 1951 Oxford saloon, blue, ex-demonstration car, first-class condition; £675. New Oxford for immediate delivery; part exchanges, deferred terms.—Epsom 1234-8 [7750

Morris Oxford Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3454. [0717/R

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0384/R

URGENTLY wanted from original private owner, late model Morris Oxford saloon.—Wilcox (Slough), Ltd., Morris House, Chandos St., Slough, Bucks. Slough 21429 [W4052

MORRIS SIX

MORRIS Six, July 1949, one owner, heater, excellent car; £475.—Renfry Motors, 362, Anlaby Rd., Hull. Tel. 51059. [8407

1935 Morris Six saloon, recent overhaul, excellent condition; offers invited.—Normana, 6, The Broadway, N.10. Tudor 3355 [8307

JUNE, 1950, Morris Six for sale, exceptional condition; A.A./R.A.C. examination welcomed; extras.—Fletcher, "Denaryn," Raleigh, Bideford, Devon. [8152

£585!!!—1951 model Morris Six saloon, one meticulous owner, fitted heater, taxed, an absolute unmarked specimen car.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

1950 Morris Six, unmarked throughout, one owner, written down to £525! Also 1956 7-str. Morris taxi, perfect condition, readily adaptable; £75!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mat. 4723. [C1011

Morris Six Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3454. [0875/R

Morris Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979/R

SLOCOMBE'S, Ltd. Willesden 4869.

WE wish to purchase clean and genuine Morris cars.—38/52 Dudden Hill Lane, N.W.10. [W4017

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824/R

HATTON'S, of Lord St., Southport, will buy Morris 1938 to 1950, 8 to 14hp in condition above average. [0798/R

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0998/R

H. F. EDWARDS urgently require good Morris for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Langham 0012 [W2001

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Morris Spares and Service

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Lev St., Ilford. (Tel. Ilford 0961.) [0471

MORRIS.—Genuine spares and specialist repair service immediately available in the West End. S. MORRIS & Co., Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1932/6574. [0342/R

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, service and spares.—Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1 [0217/R

1949 Oldsmobile 98 model 4-door saloon, black; £1,095.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4026

REBUILT 1938 Oldsmobile 6 black saloon, mileage nil from complete engine and chassis rebuild by distributors, whole car in fine condition, tailored seat covers, good tyres.—Further details from Williams, 18, Westbourne St., W.2. Ambassador 2905. [8286

OLDSMOBILE main dealers for London Middlesex, Essex and adjoining counties.—Lex Garage, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7.) [0576/R

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLEY) Ltd., the Oldsmobile buyers. Wembley 8691/3905. [W4015/R

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. Will buy post- and pre-war models at good prices. [0113/R

OPEL

1938 Opel Cadet saloon; £100.—Tel. West Drayton 5021. Ext. 15. [8374

MAYNER MOTORS, Ltd.—Opel distributors; buyers of all models; comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 3266/4944. [0526/R

95 gns.—Opel Cadet, December 1937 saloon, black, very good condition, choice of 4 Opels; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Opel Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0960/R

PACKARD

LEONARD WILLIAMS & Co. (1940), Ltd.,

PACKARD Sole Concessionaires, offer:—

A SELECTION of low-mileage post-war Packard cars; also thoroughly reconditioned pre-war Packards.

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0282/R

LATE Packard, r.h.d., 4-door saloon, 22,000 miles, one owner; £1,500.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

PACKARD de luxe convertible (late model), right-hand drive, power-operated hood, radio, very attractive car in excellent condition; £695.—Condor Motors, Sloane 6467. [8436

1949 Packard Super 8 right-hand drive limousine 8/9-seater, nearly new; exchanges, terms.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 45344. [C4021

LIMOUSINE 1940 Super-8 Deluxe Coachwork, partition, 7-forward, black, reasonable mileage, privately owned, 1949-condition throughout. £730. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Packard Cars Wanted

LEONARD WILLIAMS & Co. (1940), Ltd.,

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3905. [W4015/R

JOE THOMPSON (MOTORS), Ltd., Packard Specialists, 97, Fulham Rd., S.W.3. Kensington 4858. [0902/R

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0981/R

Packard Spares and Service

LARGEST and quickest spares service in the South of England.—Hewens Garages Ltd., Reading. Tel. 4456. [0206

JOE THOMPSON (MOTORS), Ltd., Packard spares repairs specialists.—97, Fulham Rd., S.W.3. Kensington 4858 [0903/R

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires Packard Buildings, Great West Rd., Brentford, Middlesex Ealing 3400. [0469/R

PONTIAC

SIMPSON'S MOTORS for choice of Pontiacs.—For full list see under "American Cars." [C4015

1950 Pontiac 4-door saloon, low mileage, radio heater, covers, etc., in magnificent condition throughout.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557 [C3006

Pontiac Cars Wanted

1947 Pontiac required; will call anywhere with cash. 117, Lichfield Court, Richmond. [8339

SIMPSONS MOTORS (WEMBLEY) Ltd., the Pontiac buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3905. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. Concessionaires, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. FLAxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey.

PORSCHE Sole Concessionaires, Great Britain, offer full servicing facilities.—Tel. Ripley 2361. See "New Car Section." [0629/R

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol formula II racing cars. [0821/R

RAILTON

WOODCOTE AT EPSOM.

RAILTON Fairmile, 1956., drop head 4-seater; this car has been maintained regardless and is in 1952 condition.

IT does 19mpg and 86mph and is finished in light blue with black top; £450.

THE WOODCOTE MOTOR Co., Ltd., Epsom 1234/8. [7927A

STRAIGHT-8 1934 saloon, much spent on this car last year, beautiful engine; £100 or near offer.—Fre. 0677. [7879

MAJOR J. P. S. BARBER, 10, Sussex Mews East, W.2. Paddington 8639 (night Bayswater 6753).—All models available and wanted. [5778

A-ONE MOTORS (LONDON), Ltd.—Second to none selection; also spares, reconditioned engines and after-sales service.—24, North Side, Wandsworth Common, S.W.18. Vandyke 5181. [0333/R

Railton Cars Wanted

THOMSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars, 1937-9.—Portsmouth Rd., Cobham, Surrey. Cobham 2846. [0650

Railton Spares and Service

GEARS, parts, reconditioned, guaranteed gear boxes, shock absorbers, repairs.—10, Winchester Mews, N.W.5. Prim. 6159. [0795

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

WELHAMS RENAULT SALES AND SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1875, offer the following Renaults:—

1950 760 saloon, many extras; £495.

1949 8.3 4-door saloon, choice of two; £385, £345.

1946 6.3 Utility 4-door; £275.

1939 8.3 de luxe saloon; £225.

1939 12hp saloon, black; £250. [0126/R

£465.—1950 saloon, 760cc, black.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C5045

ROSE & YOUNG, Ltd., offer 1951 Renault 750cc saloon, speedo, 5,000 miles, an immaculate little car; £495.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

Renault Cars Wanted

ROWLAND SMITH'S the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0982/R

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1875 purchase all models. [0127/R

RICHARDS & CARR buy rear-engined Renaults.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424 [W5045

REASONABLY priced good Renault wanted, private, cash buyer.—Fullest details please to F. W. Barker, Grange Lane, Scunthorpe. [8295

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel 20531. [0911/R

REPAIRS, parts, reconditioned, guaranteed gear boxes, shock absorbers.—10, Winchester Mews, N.W.5. Prim. 6159 [0794

RILEY

TOM GARNER, Ltd., offer:—

1952 series Riley 1½-litre saloon, black with brown upholstery, taxed, 7,000 miles; £1,095.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

MAYFAIR COUNTRY CARS, offer:—

1949 RILEY 2½ roadster (November, 1949), superb condition, one owner, recorded mileage 13,500; £750.

1947 1½ saloon, one owner, recorded mileage, 25,000, beautifully maintained; £675.

1947 1½ saloon, excellent condition, taxed December, radio; £595; exchanges, terms.—7, George Yard, Grosvenor Square, W.1. Mayfair 0131. [C3008

SEYMOUR & CLEMENTS, Ltd., offer:—

1000-odd miles, 1952 Riley (March) 2½-litre saloon, black, red leather, push-button wireless, heater, as brand new; cost £1,705, will accept quick sale, £1,350, below.

1949 2½-litre saloon, black/brown leather, unmarked; £845, below.

1947 2½-litre saloon, black/brown leather, unmarked, any exam.; £595.

38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

RILEY

BOON & PORTER, Ltd., Distributors.

1951 2½-litre drop head foursome, maroon/beige leather, fitted radio, 13,000 miles, impeccable condition; £1,075.—Castelnau S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

1947 Riley 2½-litre saloon, black with green leather; £635.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2568. [C4005

CLARKE & SIMPSON, Ltd. (Riley Sales and Service), offer:—

1953 1½ saloon, new, autumn red, list price.

1951 (Dec.) all 1952 features 1½ saloon, radio, heater, £120 extras; £1,050.

1949 (Jan.) 1½ saloon, black, red loose covers, one owner; £725.

1948 (July) 1½ saloon, black, red, 38,000 miles, immaculate; £625.

1949 (Aug.) 2½, maroon, beige leather, engine reconditioned, just complete; £745.

1947 (Dec.) 2½, black, brown leather, superbly kept; £595.

73/79, Cadogan Lane, S.W.1. Sloane 4727. [C1048

CAMDEN MOTORS, Riley.—See our full page advert. on page 31 of this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1055

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [0057/R

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd. Kingston. Kingston 3548. [0079/R

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

RILEY Kestrel 6 light saloon, 1936, black, quite exceptional condition; £225 or near offer.—Tel. Hatch End 147. [8598

1934 model, 9hp saloon, fine original condition; £115.—90, Brighton Rd., Banstead, Surrey. Burgh Heath 1520. [8425

THE RILEY CENTRE, at 189-195, Pavilion Rd., Sloane St., S.W.1. (3 minutes Sloane Sq. Tube.) Sloane 8526, offer the following selected Rileys:—

£165.—1936 12/4 Falcon, good looks and sports performance, bags of accessories.

£325.—1939 16/4 saloon, 4-speed synchro. box; at present undergoing overhaul.

£35.—1928 Monaco, in good running order, not a thing of beauty but a lot of joy for the rabid enthusiast and certainly good value.

£95.—1952 Monaco shooting brake, overhauled and in sound order throughout.

GOOD Rileys always in stock from £55 and urgently wanted to purchase. [8554

1952 (Jan.) Riley 1½-litre saloon, green with green leather; one owner; genuine; 9,000 mls.; as new; £1,050.—Below.

1949 Riley 1½-litre saloon, black with red leather; one owner; in almost new condition throughout; £695.—Gibson's Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7986

1953 1½-litre saloon, black, 700 miles, as new; £1,245; terms, part exchange considered.—140, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1939 Riley 1½-litre d.h. coupe, a really superb vehicle; £440.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

RILEY 1½-litre saloon (Nov.) 1949, maroon, 36,000 miles, any A.A. or R.A.C. inspection invited, £675.—Linley, 25, Watford Rd., Kings Norton, Birmingham. Tel. Kin. 2827. [8355

1946 Riley 1½-litre, almond green with green leather, in outstanding condition throughout; £550.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

1935/6 Riley 1½-litre sports saloon, really clean, £175.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube.) Bat 1107-8-9. [C2024

ROYS for Reliable Rileys.—1937 Monaco, £225; 1935 Lynx 9 sports 4-seater, £195; 1935 Monaco, £165; 1933 Monaco, £125; all above average; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894 [C3059

145 gns.—Riley, 1935 1½-litre Falcon saloon, black, sliding head, red leather, preselector, good tyres, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018

JULY, 1950, Riley 1½-litre saloon de luxe, 17,900 miles only, and as new; black with brown hide, brown Karobes, floor mats, H.M.V. radio, defrosters, special chrome fittings, and other extras; taxed year; a specimen Riley for an enthusiast; £900.—Newbury Motors, Ltd., Halesowen, Worcestershire. Tel. Halesowen 1641. [8428

£325!! Genuine 1937 Riley Lynx Sprite tourer, the rarest and most sought after of all Rileys and this time a real gem! Only two owners from new, finished in B.R. green bodywork, hood and sidescreens positively unmarked and undamaged, mechanically out of this world, the engine has only just had complete overhaul, including new cylinder block, bell housing and complete clutch assembly from Riley Motor Co. (bills to show), the engine is the special Sprite Series having Scintilla magneto, cross-flow head, twin S.U.s, finned oil cooler, etc.; it is not yet run in since overhaul! Don't miss this unrepeatable offer; terms, exchanges, etc.

GRAY'S CARS (LONDON), Ltd., 277, Green Lane, London, N.13. Palmers Green 2365. [8359

Riley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3454. [0669/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Riley Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St (Hampstead Tube) Ham. 6041. [0985/R

YORKSHIRE.—The Riley buyers, Barkers of Oakwood, Leeds. 8. Tel. 58236/7. [0094/R

PRIVATE buyer requires 2½-litre Riley saloon, 1949-50, in good condition.—Box 5244. [8172

PERFORMANCE CARS, urgently require Riley's.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

REQUIRED immediately, good Riley.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

BLAKES, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

CLARKE & SIMPSON, Ltd., best buyers of really well-kept, post-war Rileys.—73-79, Cadogan Lane, S.W.1. Sloane 4727. [C1046

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Riley cars in first-class condition.—May. 3051. [W3043

URGENTLY required, 1946-52 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1285

Riley Spares and Service

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246/R

ARCOT ENGINEERING, Ltd.—Preselector gear boxes exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [0258/R

REPAIRS, parts, reconditioned, guaranteed gear boxes (including Warner), shock absorbers.—10, Winchester Mews, N.W.3. Prim. 6159. [0799

REX NEATE, Shamblenurst Lane, Botley, Southampton, specialized Riley service; large stocks of spares; prompt attention.—Enquiries to Botley 132. [0060/R

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [8149

J. JAMES (LONDON) Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092/R

ROLLS-ROYCE

JB

JACK BARCLAY, Ltd.,

LARGEST official retailers of Rolls-Royce and Bentley.—Please write for stock list; example, 1949 (July) Silver Wraith Rolls-Royce owner-driver sports saloon by H. J. Mulliner, black with blue hide, mileage 22,000, price £4,250.—Jack Barclay, Ltd., Berkeley Square, London, W.1. Tel. Gros. 6811 or May. 7444. [0067/R

RIPPON

RIPPON

RIPPON BROS., Ltd.

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0905/R

EXCHANGE or sell.

1947 Rolls-Royce Silver Wraith saloon.

1937 Rolls-Royce 25/30 Barker saloon.

1937 Rolls-Royce 25/30 Hooper saloon.

1937 Rolls-Royce Phantom III, 7-seater.

20/25 Rolls-Royce replica, owner-driver saloon.

REASONABLE offers, cash, terms, or exchanges.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley retailers, offer:—

1950 Silver Wraith H. J. Mulliner touring saloon, 13,000 miles, £4,950.

1944 Wraith sports saloon by Young with div.; £2,650.

1938 25/30hp H. J. Mulliner owner-driver saloon with div.; £1,750.

AUDLEY House, North Audley St., W.1. Mayfair 5242-3-4. [C3050

TAYLOR & CRAWLEY offer:—

ROLLS-ROYCE 25-30 very low-built 4-light sports saloon by Freestone & Webb, large boot, 55,000 miles, most beautiful condition; £1,195.

ROLLS-ROYCE 25-30 owner-driver sports saloon by Freestone & Webb, with disappearing division, most excellent condition with satisfactory history; £1,295.

1935 Rolls-Royce Phantom II Continental short-chassis ultra attractive close-coupled sports saloon by Thrupp & Maberly, wheel spats and all luxury extras, genuine 27,000 miles only since new; £1,075.

48, Kensington Court, W.8. Tel. Western 6015. [6411

VINTAGE AUTOS.—We specialise in the older type Rolls; always a good selection at competitive prices.—66, London Rd., Tooting. Tel. Mitcham 3951. [C4059

ROLLS-ROYCE

MASCOT MOTORS, Ltd., offer:—

1936 30hp T. & M. 7-seater limousine in leather.

1936 25hp Hooper sports saloon with division.

1936 25hp T. & M. sports saloon.

1935 25hp H.J.M. owner driven sedanca.

1935 40/50hp T. & M. 7-seater limousine.

1930 25hp with 1938 semi razor edged sports saloon.

1928 20hp Windover 4-light saloon.

WE are anxious to purchase pre-war Rolls-Royce and Bentley with owner driven coachwork.

MASCOT MOTORS, Ltd., 257-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. [C5007

HM BENTLEY & PARTNERS, Ltd., offer:—

1936 (October) 50hp Rolls-Royce owner-driver sports saloon with disappearing division by Gurney Nutting, black with fawn leather, heater, discs, one owner only since new; 57,000 miles; £1,275.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

PARK WARD & Co., Ltd.

OFFICIAL Rolls-Royce retailers.

OFFER slightly used Silver Wraith cars; details on application.

PARK WARD & Co., Ltd., 473, High Rd., Willesden, London, N.W.10. Tel. Willesden 0015. [0684

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C5047

GUY SALMON AUTOMOBILES offer:—

1949 Rolls-Royce Silver Wraith James Young owner-driver sports saloon, faultless condition; £3,650.

1937 Rolls-Royce drop head coupe by Gurney Nutting, excellent history, faultless condition; £1,595.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [0801

1936 (August) Rolls-Royce 25/30hp Barker special saloon; £750; also

1936 Rolls-Royce 20/25 Rippon 7-seater limousine, face forward occasionals; £675.—George Newman & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C5025

1938 25/30 Rolls-Royce razor-edged owner sports saloon by Gurney Nutting, one of the prettiest cars in England and in superlative order.

1935 25hp Rolls-Royce owner-driver sports saloon, with boot, lately overhauled.

R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Arnold 4604. [C5017

1936 delivery 30hp Rolls-Royce Barker limousine, face forward occasionals, mileage under 60,000, b'ack, with beige Bedford cord in rear; £950.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.1. Tel. Ken. 9477-9478. [C5055

ROLLS-ROYCE Replica (1940) on 21.6 chassis, immaculate and now perfect, recent overhauls history.—Grosvenor 2655. [C4012

1929 20hp four-light saloon in most exceptional condition; £275.—90, Brighton Rd., Banstead, Surrey. Burgh Heath 1520. [6424

1933 Rolls-Royce 20/25 limousine, T. & M., R.-R. maintained; exceptionally good condition.—Box 5204. Tel. Slo. 6680. [8121

ROLLS-ROYCE 20/25 limousine, fitted occasionals, Sept., 1933, most attractive car; £450.—B. & H. Motors, 1464-8, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. [C1020

£350 o.n.o.—Rolls-Royce 21.6hp 1929 chassis, 1949 7-str. limousine, aluminium body, swept tail, one-shot lubrication.—Garrett, College Farm, Gt. Stukeley, Huntingdon. [8508

ROLLS-ROYCE 25hp GPO series, by H. J. Mulliner sports saloon, radio, heater, new condition; £975.—Frank Dale, 27, Hereford Square, Kensington, S.W.7. Fremantle 5789. [C1067

ROLLS-ROYCE 20, 25 and 30hp owner-driver saloons, also limousines, at specially low prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith. Riverside 7644. [2570

WALTER SCOTT, Ltd.—1937 Rolls-Royce 30hp Park Ward limousine, black, low mileage, excellent condition; reasonable offers invited.—59, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

1934 Rolls-Royce 25hp Hooper saloon, 35,000 miles, black, limousine partition one driver; £600 or near; appointment only.—5, Wyndham Mews, Montague Square, W.1. Tel. Pad. 4135. [8505

ROSE & YOUNG, Ltd., offer: 1938 Rolls-Royce Wraith Park Ward limousine, swept tail, exceptional order, black; £1,050.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C5057

1937 Rolls-Royce 25-30hp fitted with Hooper sedanca de ville, genuine mileage 41,000, this car is in unbelievably new condition throughout.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C5040

ROLLS-ROYCE Phantom II sports saloon by Gurney Nutting, exceptionally modern, attractive and imposing car; £785.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024/1

ROLLS-ROYCE

A & S display selection 12 Rolls-Royce Limousines, moderate mileages. (Competitive prices.) Below.

LIMOUSINES 1935/25hp Thrupp-Hooper, leather, partition, black, 7-forward, superb, £695.

LIMOUSINES 1937/30hp Thrupp also Hooper, 7-forward, partition, swept tail, reasonable mileages, black, bargain, £960.

LANDAULET 1938/30hp Barker, partitioned, 7-forward, swept tail, black, beautiful order, opportunity, £1125.

WRAITH 1939 Thrupp Limousine, partition, 7-forward occasionals, black, carefully maintained, £1360.

LIMOUSINE 1937 Phantom III Park Ward, partition, forward occasionals, swept tail, black, carefully maintained, mileage 55,000, wonderful order, low cost.

LIMOUSINE 1938 (mileage 33,000) Phantom III (solid tappets), Windover, partition, forward occasionals, swept tail, magnificent carriage.

ALPE & SAUNDERS always purchase Rolls-Royce. Providence Court, North Audley Street. Mayfair-2941. [C1006

HEARSES Deluxe 1952 Coachwork, Phantom II, also Phantom III, 5-door 6-bearer, exclusive equipment. (Detailed description under "Hearses.") Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006/1

ROLLS-ROYCE 1937 Phantom III limousine, body by Hooper, genuine mileage 51,600, chauffeur driven and in superb condition throughout; price, £1,000; can be seen by appointment only.—Apply to L. Stickland, Eagle Motors, Ltd., Station Rd., Faringdon, Berks. Tel. Faringdon 2261. [8156

ARCHIE SIMONS & Co., Ltd.—1934 Rolls-Royce 20/25 7-passenger limousine, coachwork by Hooper, colour black, face-forward occasionals, excellent tyres, fitted discs, extensive overhaul recently carried out, excellent proposition for the hire trade; £645.—94, Gt. Portland St., W.1. Lan. 1343. [C4015

1936 Rolls-Royce 20/25 razor-edged Sedanca de Ville by Windover, a magnificent-looking car in black with basketwork finish on rear quarters and doors, very good chassis, £975.—Clarke's of Pirbright, Officially Appointed Rolls-Royce Retailers, Pirbright, Surrey. Brookwood 2201-2. [5981

1951 Park Ward Light Six black saloon, fitted loose covers, radio, demisters, heater, etc., perfectly maintained, any trial willingly given, advertiser forced to sell owing to garage difficulties and would be willing to accept smaller car in part exchange; price £3,900.—Leonard Brooks, Paint Works, Harold Wood, Essex. Tel. Ingrebourne 2560. [8095

1951 Rolls-Royce Silver Wraith Freestone & Webb 4-door 6-light saloon with electrically operated division, black with beige leather upholstery, radio and heater to front and rear compartments, cocktail cabinet, picnic tables, fitted suit cases, purdah glass in rear quarter lights, etc., mileage under 3,000, a superb car; £5,500.—Write Box M.615, Willing's, 362, Gray's Inn Rd., London, W.C.1. [8191

Rolls-Royce Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [0970/R

JMARSHALL

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition.

JMARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0498/R

WANTED, small Rolls, 1927-35, in good condition; full details required.—Box 5264. [6520

ROWLAND SMITH'S the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0984/R

1934/5/6 20/25 drop head coupe; must be in excellent condition.—Basingstoke Motor Co., Ltd., Basingstoke. [W1012

WANTED urgently, Rolls 20 or 20/25 tourer in first-class condition.—14, Roland Way, London, S.W.7. Tel. Fremantle 1620. [8329

PERFORMANCE CARS, urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

A & S always purchase 25/30hp Saloons with boot, also foursome coupes, and 25/30hp Limousines.

A & S urgently require Phantom II private Limousines, also Phantom III sports Saloons. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

JACK OLDING, officia. retailers and repairers, are interested in the purchase of good used cars.—8, North Audley St., W.1. Mayfair 5242. [W5050

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [7540

WANTED, Rolls-Royce sports saloon, or owner-driver type with small body, approx. 1935-6-7, 25hp preferred.—Full details to Station Garage, Ilkley. Tel. 547. [8184

CHARLES FOLLETT Ltd., officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0597/R

ROLLS owners it will pay you to contact Buckland Body Works, Ltd., Buntingford, Herts. If you are contemplating repairs or renovations to coachwork, complete rerim, cellulosing, general attention all round, more than keen estimates, purchases considered. [7818

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Rolls-Royce cars; servicing or complete overhauls, mechanical or coachwork. Large stock of spares for all models.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines) [0/295/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.
SHOWROOMS: 18, Berkeley St., W.1 Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0614/R

JACK OLDING, official retailers and repairers reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection.—18, Providence Court, W.1. [R3030/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064/R

ROVER 10

ELITE MOTORS offer:—

1940 Rover 10 4-door de luxe saloon, grey cellulose with blue leather interior, reputed to be one owner since new, exceptional condition throughout; £599.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [C2005

ROVER (rough) 10hp, tyres, tubes, fog lamp, w/screen wipers cover, all brand new, brakes relined, reliable runner; £45.—Burnell, 36, Dundonald Rd., Wimbledon, S.W.19. [8395

225 gns.—Rover 10, 1938 de luxe saloon, black, brown leather, one careful owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

ROVER 12

GATEHOUSE MOTORS offer:—

1938 Rover 12hp saloon, black, in excellent condition throughout; £345.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

1936 Rover 12hp sports saloon, green; £105 o.n.o. —Box 5268. [8209

1939 Rover 12 saloon, guaranteed, £335; 1936 12 saloon, £190; payments.—Oldfield, 586, Kensington High St., W.14. Wes. 6651. [C3029

1946 (Sept.) Rover 12 saloon, low mileage, excellent condition; £535.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

ROVER 14

SIMPSON'S (EDGWARE).

ROVER 14 Pilot saloon, as new, an exceptional motor car; £225.

SIMPSON'S MOTOR SALES (LONDON), Ltd., North Rd., Edgware. Tel. 3966 and 7070. [C4014

HENDON CENTRAL GARAGE, Ltd., offer:—

1938 Rover 14 4-light sports saloon, very nice condition; £275.—Watford Way, Hendon Central, N.W.4 Tel. Hendon 8064-5. [C3034

ROVER 1939 model 14hp saloon exceptional condition; £395.—Box 5297. [8376

£210—1938 Rover 14 saloon, terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1938 Rover 14 saloon, excellent, guaranteed; £250; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

ROVER 14hp 1939 saloon, excellent condition immediately following complete overhaul.—Johnston, Lagley, Berkhamsted. Tel. Berkhamsted 1095. [8159

£125—Rover 14 saloon, very well maintained new tyres; terms, exchanges.—O. S. Hall, Ltd., 502 King St., Hammersmith, W.6. Riverside 2881. [C2031

TANKARD & SMITH, Ltd., offer 1935 Rover 14 saloon, finished in grey, recently resprayed, an excellent runner; £150.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

CASS'S MOTOR MART.—1947 Rover 14 sports saloon, black, red covers, radio, heater, superb order throughout, written guarantee.—5 Warren St., W.1. Euston 4110. [C1040

£395 or £135 deposit, 1939 Rover 14 de luxe saloon, black, immaculate condition, unworn tyres.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1938 Rover 14 6-light saloon, original owner since new, excellent condition throughout; £285.—Bruce France, 8a, Cromwell Mews, South Kensington, Fla. 0515. [C2014

1947 (Nov.) Rover 14hp 6-light saloon, black, heater, loose covers, excellent condition; £545, or exchange.—Harrowside Motors (Bpl.), Ltd., Harrowside, Blackpool, S.S. Tel. 41157. [8202

1939 Rover 14 saloon, original owner, in immaculate condition throughout, very well maintained; £375; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge 122 (opposite side entrance G.P.O.). [C3055

LATE 1946 Rover 14 saloon, recently overhauled at Rovers at cost of £150/18; since resprayed metallic grey, making in all over £200 in last twelve months; car now in perfect condition; £595; owner bought larger car.—Tel. Streatham 2892. [8155

ROVER 14

295 gns.—Rover 14, 1937 de luxe 4-door saloon, black, sliding head, brown leather, wheel discs, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

ROVER 16

1947 (December) 16hp sports saloon, fawn with brown interior, fitted seat covers and heater, total mileage 27,000, excellent condition; £665.—Robbins, East Putney. Tel 4581. [8098

1946 Rover 16hp 6-light saloon, new engine fitted by Rovers recently, condition in every way perfect; £495.—Evans & O'Malley, Ltd., Lowndes Sq., Knightsbridge, S.W.1 Slo. 1353-1709. [8020

1938 Rover 16 4-light sports saloon, original owner since new, beautiful condition, executors' sale; £295.—Bruce France, 8a, Cromwell Mews, South Kensington, Fla. 0515. [C2014

1948 (Feb.) Rover 16 saloon, export model, l.h.d., one owner, 17,000 miles, 1,600 since complete overhaul, outstanding appearance and condition, many special fittings, new battery, excellent tyres, H.M.V. radio, heater, demister, black, maroon leather, complete history, any trial or examination; £560 or best offer.—Knight, T.A. Centre, Bridgwater, Somerset. [8183

1947 (October) Rover 16 saloon, finished in unblemished black with superb maroon leather interior and carpets to match all of which are literally unmarked, this car is fitted with many extras, including H.M.V. push-button radio, heater, Notek chrome pass lamp, all excellent tyres, taxed, a superb and most attractive example of these fine cars, literally in 1951 condition; £595; terms.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6. Manchester. Pen. 3457. [C3000

ROVER 60 & 75

ACRES offer:—

1951 Rover P4 saloon, finished in black with green upholstery, speedometer reading 16,000, undoubtedly genuine, heater and radio and many extras, carefully used and maintained; this magnificent vehicle is practically unmarked and indistinguishable from brand new; must be a bargain at £1,095.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211/2. [C1002

B. J. HUNTER, Ltd., offer:—

1948 Rover 75 saloon, fitted radio, heater, really fine car; £775.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

CLARK & LAMBERT, Ltd., Rover Distributors, offer:

1951 Rover 75 P.4 saloon, Connaught green/grey hide, radio, heater, loose covers, screen washer; £1,075.

1952 Rover 75 P.4 saloon, Black/red hide, heater and screen washer; £1,250.

BOTH cars perfectly maintained and serviced by us.

TRINITY Place Garage, Eastbourne. Tel. Eastbourne 4660-1. [7935

ROVER 75 saloon P3 1948, black, red leather, mechanically sound; £645.

F. CHALLIS, Ltd., 840, Chester Rd., Stretford, Lancs. Lon. 2206. [8227

1949 Rover 75 saloon, colour black, grey leather, excellent condition throughout; £675.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C3058

1500 miles only, Rover P.4 saloon, as new.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

ROVER 75 saloon, dark green, heater, loose covers, 4,000 miles.—Tel. Rhyl 929. Grosvenor Motors, Rhyl, N. Wales. [8297

1949 Rover 60 4-light saloon, faultless condition; £725.—Coombs Motors, St. Leonards-on-Sea, Hastings 531. [8278

1948 Rover 75 sports saloon, black with green leather, radio, small mileage, excellent condition throughout; £725.—Dobsons, Ltd. (Rover Agents), Staines. Tel. 801. [C1074

1948 Rover 75 sports sal. 9,000 miles, green, green leather, radio, heater, as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C4029

1952 Rover model P.4 saloon, colour black, taxed, H.M.V. radio, one titled owner, genuine mileage 10,000 only; £1,125.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1952 (Jan.) Rover 75 saloon, radio, heater, 4,000 mls. £1,235; also 1952 (July) Rover 75 saloon, 5,000 miles.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3525/6. [C2028

ROVER 75 saloon, 1951 model, black with brown hide upholstery, actual mileage 5,000, absolutely as delivered new, expert examination welcomed; £1,295 o.n.o.—J. H. Andrew, Ridgeway Lodge, Plympton, S. Devon. [8210

Rover 60 & 75 Cars Wanted

P4 wanted.—132, Hinton Ave., Hounslow 7577. [W2031

ROVER P3 or P4 wtd. privately.—685, Durham Rd., Gateshead-on-Tyne. Tel. 75532. [6172

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OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [1140

LAND-ROVER, new, mileage from factory only.—Offers to Box 5275. [8251

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CLARK & LAMBERT, Ltd., Rover Distributors, offer:

1953 series Land-Rover, mileage 300 only, as brand new to maker's standard specification; £545.

TRINITY Place Garage, Eastbourne. Tel. Eastbourne 4660-1. [7934

1952 Land-Rover, 5,000 miles, private use, perfect; £475.—6, Cassilis St., Ayr. [8285

1949 Land-Rover, engine recently reconditioned, good tyres, above average condition for age; offers to—Warren, Merstham 2554. [8122

THE Land-Rover Specialists, Harvey Hudson, Ltd., have all models and equipment in stock; prices from £350; all models and equipment purchased.

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£365!!! Magnificent Land-Rover, in outstanding mechanical condition, fitted extras, most carefully used; 3 months' guarantee; hire purchase, exchanges.

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1949 Land-Rover, 4-wheel drive, used only on large estate, immaculate condition; £295.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

THE latest export detachable coach built Land-Rover, 8,000 miles, spare unused, list price over £700; our price £450.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

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HENLYS, Ltd. England's Leading Motor Agents. [0029 R

CHARLES FOLLETT, Ltd., offer:—

1948 Rover 75 sal., black, H.M.V. radio, heater, speedo reading 18,000, very well kept car, at present being serviced, guaranteed; £815.

1946 Rover 16 sal., black, brown leather, very good history and excellent condition, guaranteed; £585.

1946 Rover 16 sal., black, brown leather, very good history and excellent condition, guaranteed; £585.

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

BEARTS of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston, Kingston 3546. [0080/R

£195—1936 Rover sports saloon, exceptionally good condition, unused 8½ yrs., original paintwork, new tyres and radiator, twin windhorns, etc., taxed.—Gip. 4095. [8298

Rover Miscellaneous Cars Wanted

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M

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1 Grosvenor 3434. [097] R

ROWLAND SMITH'S.

ROWLAND SMITH'S the Rover buyers.—Hampstead High St. (Hampstead Tube) Ham 6041. [0985/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242/R

BLAKES Rover agents, will purchase any Rover car.—110, Bold St., Liverpool 1. Tel. Royal 6622. [7756

WANTED, Rover 10 or 12 saloon, 1940, carefully driven by one owner, in tip-top condition.—85, Grange Court Drive, Bexhill-on-Sea. [8204

Rover Spares and Service

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors, for spares and specialised service.—Tel. Datchet 54. [0047/R

ALBERT FARNELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0215

BARKING.—For full stocks of spares and genuine service for Rover owners come to Albon's Garage Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0518/R

DAVID ROSENFIELD, Ltd., Rover Distributors Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555 R

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Rover Spares and Service

REPAIRS, parts, reconditioned, guaranteed gear boxes, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 6159. [0798

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0219/R

SIMCA

ROSE & YOUNG, Ltd., offer 1951 model Simca Huite sports fixed head coupe; this is without doubt one of the prettiest cars in the country, very low mileage, immaculate condition; ex-property of titled owner.—65-67, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

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1952 Singer 1500 saloon, radio, heater, 3,000 miles; £795.

1951 Singer 4AB Roadster, 13,000 miles; £550.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

B. J. HUNTER, Ltd., offer:—

1950 Singer S.M., fitted radio and heater, low mileage; £550.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

£299 !!! 1938 Singer 10 de luxe saloon, good sound value for money; below.

£125 !!! Singer 9 4-door de luxe saloon, in excellent condition and value for money; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

£60.—Sports coupe, 1933 9hp, everyday use, good runner.—Tel. Elmbridge 2916. [3124

1951 4AB roadster, grey, 8,000 miles, a very reliable and economical car; £525.—Fane, Holywell Hall, Stamford. [8267

1948 Singer 10 de luxe saloon; £345.—Blue Star Garage, Ltd., 364, Kensington High St., W.14. Western 9851. [8419

£525 !!!—Superb 1951 Singer 4AB roadster, i.f.s., 14,000 miles only, whole car as new.—Cox's Motors, 11-15, Conduit St., Leicester 60519. [C1059

1951 4 A.B. 9hp Roadster, blue, mileage 8,100, immaculate; £525.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1951 Singer 1500 saloon, green, moderate mileage, immaculate; £575.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [C4011

£200 or £70 deposit.—1939 Singer Super 10 de luxe saloon, one owner, 42,000 miles only, blue hide, real bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1947 Singer 9 roadster, twin spot lamps, good tyres, hood, etc.; £355; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

MANCHESTER, South Lancashire, North Cheshire: specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester Deansgate 4507. [0399/R

145 gns.—Singer 8, late 1935, Le Mans sports 4-seater, red, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

495 gns.—Singer 9, November 1951 (1952 Series) 4 A.B. sports roadster, pastel green, fawn upholstery, i.f.s., one careful owner, small mileage, good tyres, original spare unused, almost new condition; choice of 3 A.B. sports; terms, exchanges.—Rowland Smith, below.

245 gns.—Singer 9, 1939 sports roadster, black, red leather, glass side screens, unworn spare, very good condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Singer Super 10, 1939 de luxe saloon, black, sliding head, green leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

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ROWLAND SMITH'S the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham 6941. [0986/R

H. F. EDWARDS urgently require good Singer for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Langham 0012. [W2001

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RECONDITIONED units and spares.—Coulthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 48091-2. [7254

AUTOMENDERS, Ltd. are specialists in Singer service and overhauls.—Automenders Ltd. Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/R

GORDON CARS (LONDON) Ltd. the London Singer distributors, for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2. [0605/R

GEARS, parts, reconditioned, guaranteed gear boxes, shock absorbers, repairs.—10, Winchester Mews, N.W.3. Prim. 2647. [0101

ALLENS OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Bedminster Parade, Bristol. Tel. 22514. [0219

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124—126, Haydons Rd., S.W.19. Liberty 7677-8. Wellesley Court Rd. (George St.), E. Croydon. Croydon 2555. [C1044

MERCURY offer:—

£295.—1939 Sunbeam-Talbot 10 tourer, excellent condition.

£275.—1938 Talbot 10 drop head coupe, spotless, choice of two.

£245.—£265.—Choice of three T type M.G.s, very clean.

£185.—1933 M.G. J.2, £200 spent last year.

£165.—1935 S.S. 12hp 4-seater tourer, excellent car.

£125.—1933 Riley 9 Gamecock 2-seater, original.

TERMS, your present car or motor cycle in part exchange.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6058/9. [C5013

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B. & G. MOTORS offer:—

£139.—Riley 9 Gamecock open sports 2-seater, green, extremely nice cellulose, goes like the proverbial bomb.

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£120.—Wolseley Hornet Special 12hp competition type special streamlined 2-seater, immaculate, British racing green cellulose, late type engine, taxed.

£120.—M.G. 8hp J-type open sports 4-seater, green, taxed, twin carbs., 4 speeds, knock-on wheels, etc., very fast little car.

£100.—Austin 750cc Ulster-type 2-seater, taxed, exceptional performance and a joy to drive.

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MANY others; terms.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019

BERT MASON SPORTS CARS.

£59.—Talbot 14hp drop head coupe, new tyres and hood; £115, Triumph Gloria sports 4-seater; £125, Morris 8 sports tourer; £110, Standard Avon sports saloon; £135, A.C. 2-litre sports saloon, very fast; £155, Lagonda sports tourer, one post-war owner, outstanding condition throughout; £175, Jaguar sports saloon, 2½-litre, immaculate condition; £65, M.G. Midget sports; £175, Riley Merlin 9hp, beautiful condition; hire purchase on any vehicle; many more to choose from; open till 10 p.m.—Bert Mason Sports Cars, 77, Cricketfield Rd., Clapton, E.5. Amherst 1814. [8585

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225 gns.—Aston Martin, 1952, 1½-litre International sports 2/4-seater, black, cycle-type wings, excellent condition; terms, exchanges.—Rowland Smith below.

195 gns.—B.S.A. Scout, late 1939 series 6, 10hp sports 2-seater, green, cream wheels, green leather, very good condition; terms, exchanges.—Rowland Smith, below.

175 gns.—Austin 7, 1936 Nippy sports 2-seater, green, fawn leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

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ASTON MARTIN 1½-litre Le Mans, 1934, £265; Aston Martin 1½-litre Mark II, 1935, £595.

ASTON MARTIN 1½-litre Mark II, 1936, £395; Alvis Speed 20 drop head coupe, 1934, £145.

ALVIS Speed 20 d.h. foursome, 1935, £145; Alvis Speed 20 d.h. foursome, 1934, £125.

ALFA-ROMEO 2.6-litre s/c Carlton coupe, 1939; 2.5-litre Pinin Farina coupe, 1939, £595.

ALFA-ROMEO 17/50 James Young coupe, 1951, £245; Allard J.2 1951, Ardun heads, new unit, £745.

BENTLEY 3-litre Barker tourer, 1927, £255; Bentley Red Label 2-seater, 1925, £345.

CITROEN Light 15 saloon, 1939, £295; Daimler 15 Mulliner saloon, 1936, £195.

FIAT 500 cabriolet, 1938, £195; Fiat 1100 special 2-seater, 1936, £355.

FORD V.8 91A coupe, 1939, £345; Frazer Nash-B.M.W. 45 cabriolet, 1938, £195.

HOTCHKISS 28hp Paris-Nice coupe, 1937, £325; Hillman Minx 10hp d.h. foursome, 1946, £345.

JAGUAR 3½-litre Mark V coupe, 1950, £945; Jaguar 1½-litre sports saloon, 1938, £325.

LAGONDA 4½-litre L.G. saloon, 1936, £295; Lagonda 4½-litre sports saloon, 1934, £245.

LAGONDA 4½-litre Rapide tourer, 1935, £295; Lagonda 4½-litre V.D.P. tourer, 1934, £275.

LAGONDA 3-litre sports saloon, 1951, £145; Lagonda 16hp Rapier tourer, 1935, £195.

MERCEDES-BENZ 540K type B cabriolet, 1938, £575; 500K type A cabriolet, l.h.d., 1935, £495.

MERCEDES-BENZ 500K type B cabriolet, 1935, £545; Morgan 4/4 10hp drop head coupe, 1939, £295.

MORGAN 4/4 10hp s/c 2-seater, 1937, £245; Morris 8 2-seater tourer, 1938, £195.

M.G.—See large selection under M.G. column; try us for spares and repairs.

RILEY 1½-litre 2-seater, 1935, £195; Riley 15/6 Adelphi saloon, 1936, £145.

ROLLS-ROYCE sports tourer, fitted late body on 1928 Phantom I chassis, specimen, £295.

ROLLS-ROYCE Phantom II D.D. saloon, 1930, £245; Rolls-Royce Ph. I limousine, 1927, £245.

STANDARD 14hp de luxe saloon, 1938, £195; Standard 12 d.h. foursome, 1938, £245.

STUDEBAKER Commander 27hp d.h. foursome, 1938, £295; Singer 9 4-seater tourer, 1933, £145.

TALBOT 5-litre sports saloon, 1938, £225; Talbot 3-litre drop head foursome, 1938, £225.

TALBOT 105 V.D.P. tourer, 1936, £245; Wolseley Hornet 14hp 2-seater, 1935, £125.

WOLSELEY 14 de luxe saloon, 1939, £245; Wolseley 12/4 4-seater tourer, 1937, £245.

WOLSELEY Hornet 12hp Tickford coupe, 1934, £185; Wolseley 12 de luxe saloon, 1937, £195.

PERFORMANCE CARS. [C3041

CHIPSTEAD MOTORS, Ltd., offer at sensible prices:—

ALFA-ROMEO 6c/2500 post-war type Superleggera, streamlined r/h coupe, as new, reg. 1948.

ALFA-ROMEO s/c 17/50 October, 1954, most attractive Castagna foursome d.h. stored 13 years.

ALVIS Firefly foursome drop head 1933, black, red leather, manual gear box.

B.M.W. late 1939 model, the rare type 321 foursome drop head, immaculate condition.

CITROEN 12 saloon 1937/8, black, red leather, exceptional condition.

DELAGE D.6.70 1938 model, streamlined foursome drop head, Cotal gear box, twin pass lamps and horns, etc.

HISPANO-SUIZA July, 1936, very rare 3½hp, fitted with beautiful swept-back foursome drop head coupe, reconditioned completely from chassis onwards, showroom condition throughout, dual bronze, plastic hood.

MERCEDES 170V model r.h.d., sports saloon, extensive Mercedes overhaul, immaculate.

MERCEDES-BENZ 540K supercharged 1939 model foursome drop head, just overhauled and fitted with complete reconditioned engine, retyred, new hood, etc., specimen.

WE are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7255/7154. [C1046

CAMDEN MOTORS.—Sports Cars. See our full page advert. on page 51 of this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2261: open till 7 p.m.; write for catalogue. [C1055

PERFORMANCE CARS (West End Branch), 107, New Cavendish St., W.1 (Museum 6221), offer:—

ASTON MARTIN 1½-litre Le Mans, 1934, £265; Aston Martin 1½-litre Mark II, 1935, £595.

ASTON MARTIN 1½-litre Mark II, 1936, £395; Alvis Speed 20 d/h coupe, 1934, £145.

ALFA-ROMEO 2.6-litre s/c Carlton coupe, 1934, £595; 2.5-litre Pinin Farina coupe, 1939, £595.

ALFA-ROMEO 17/50 James Young coupe, 1951, £245; Allard J2, 1951, Ardun heads, new unit, £745.

FIAT 500 cabriolet, 1938, £195; Fiat 1100 special 2-seater, 1938, £355.

LAGONDA 4½-litre V.D.P. tourer, 1934, £275; Lagonda L.G.45 saloon, 1936, £295.

MERCEDES-BENZ 540K Type B cabriolet, 1938, £575; 500K Type A cabriolet l.h.d., 1935, £495.

MERCEDES-BENZ 500K Type B cabriolet, 1935, £545; Morgan 4/4 10hp d/h coupe, 1939, £295.

M.G.—See large selection under M.G. column; try us for spares and repairs.

RILEY 1½-litre 2-seater, 1935, £195; Riley 15/6 Adelphi saloon, 1936, £145.

ROLLS-ROYCE sports tourer, fitted late body on 1928 Phantom I chassis, specimen; £295.

ROLLS-ROYCE Phantom I limousine, 1928, £125; Rover 14 sports saloon, 1936, £125. [C3041/2

MINX tourer, Sunbeam-Talbot engine, ideal family sports car, engineer owner rebuilt, modernised, reliable, nearest £185.—Cunningham 5047. [8265

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

WEST LONDON MOTOR MART offer a large selection of vehicles, all at low prices.

AUSTIN taxi, £25; Austin utility, £35; Austin 10, £75; A.vis Speed 20, £125; Alvis 17, £95; Buick coupe, £75; Commer van, £45; Citroen 12, £75; Daimler 15, £125; Ford 8, £95; Hillman 10, £85; Humber utility, £45; Lancia D.lamoda, £95; Lancnester 10, £75; Morris 8, £75; Morris 15, £75; Pontiac utility, £75; Riley 9, £45; Riley 14, £55; Rover 17, £145; Rolls-Royce, £95; Standard 12, £45; S.S. II 10hp saloon, £145; Sunbeam 21hp coupe, £95; Talbot 18, £45; Wolseley 12, £95.

IMMEDIATE insurance and easy terms on all cars; part exchanges, vintage specialists.

WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. [C3041/1

LAGONDA 2-litre, ex-blown, 1932, very good mechanically, new hood, screens, best offer over £200.—Box 5168. [7910

BENTLEY 3-litre rebuilt with light aluminium 2/4-str. body, cycle type wings, aero screens, etc., fast economical and in good mechanical order; £135 for quick sale.—Perivale 1861. [8589

£145.—A.C. 1936 2-seater d.h. coupe, taxed Dec., new battery, excellent tyres, attractive car with fine performance.—C. Arnold, 8, Homestead Way, Northampton. Tel. 31001. [8352

£255 or £90 deposit.—1950 Philpot Special 10hp 4-seater tourer, basically Austin 10, fitted Ford 10 engine and gear box.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

ALFA-ROMEO 6c 1900, Dec. 1936, Farina sports saloon, twin cam unblown, excellent condition, enthusiast maintained, fast, economical; £575 o.n.o.—Waring, Cyprus Chambers, London, N.3. Fin. 1194. [8259

JACK ROSE, Ltd., offer:— 2.3 Alfa-Romeo hard top, by Vanden Plas, in silver and maroon, seldom used and well kept by engineer owner (photo on request), accept £625.—Stafford Rd., Wallington, Surrey. Wallington 0677. [C3056

VINTAGE AUTOS always have a continually changing stock of 70 Vintage Continental sports cars at competitive prices; open till 8 p.m. for inspection 7 days per week.—66, London Rd., Tooting. Tel. Mitcham 3951. [C4039

CHILTERN CARS offer: Alfa-Romeo, Alta, Aston Martin, Bugatti, Frazer Nash, Hotchkiss, Jaguar, Lagonda, M.G., Morris, Riley and Singer from stock; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire.—Tel. 2060. [W1045

BUCKLER.—Ford 10 special, built and maintained by works, extras include 2 S.U. 4-branch manifold eight wheels and tyres, aero screens, coppered head, good hood, leather upholstery, perfect condition throughout; £450 o.n.o.—Worsley, Burghfield Common, 115. [7547

J. H. BARTLETT offers the following selected Sports Cars: Alfa-Romeo 1750 s/c coupe, £275; Bentley 1934 Park Ward saloon, £595; Bristol 1948/49 type 400, £1,295; Frazer Nash-B.M.W. 327/80, £650; Healey 1950 Silverstone, £750; Healey Duncan saloon, 1948/49, choice of three, wireless, heater, etc., from £650.—Hotchkiss Paris Nice sports saloon, £525; and many others.—27a, Pembridge Villas, London, W.1. Bayswater 0523. [C1015

RICHARDS & BROWN offer:— Alvis 4.3-litre Vanden Plas sports saloon, radio and heater, taxed, £495; Alvis 12/50 S.A. duck's back polished aluminium 2-seater, outside exhaust, £120; Lagonda 16/80 Vanden Plas 2-seater, £225; Austin Nippy sports 2-seater, four new tyres, very smart car, £145; 1939 Steyr 220 drop head coupe, one owner, £350.—Lancia Dilambda Farina drop head coupe, £150.—Ringers Rd., (off High St.), Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2323. [C3049

£235!—1948 Jupiter V.8, well known competition car, fitted super sports 2-seater Grand Prix body with wind deflector scuttle, fold-flat main and twin aero screens, light pressed wheels with huge section, almost new tyres; practically new special Mercury unit with modified Scintilla ignition; bodywork cellulosed green, fitted hood and all road equipment including starter, perfectly docile in traffic but tremendous performance available; also Alvis, Lancia, M.G., Wolseley, etc.—Alton Garage (Bayswater), Ltd., 17-18, Brook Mews North, Paddington, W.2. Pad. 3952. [C1007

Sports Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [C967/R

PERFORMANCE CARS urgently require Sports cars.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107 New Cavendish St., Great Portland St., W.1. Museum 822. [W3041

1936 37 Talbot 10 tourer or 1935 Aero Minx wanted.—Grummitt, 222, Station Rd., Beeston, Notts. [8323

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0758/R

A SPECIALISED service offered to racing and sports car owners for better performance, increased cooling, and even heat distribution, have your cylinder head copper-plated (copperised) by technical experts.—Farm Repairs, Ltd., Fisher Gate, Nottingham. Tel. 45818. [0185

STANDARD 8

BOON & PORTER, Ltd.

1948 Standard 8 coupe, black/brown, 20,000 miles, almost unscratched, one owner; £395.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [C1022

1947 Standard 8 saloon, in new condition throughout, taxed; £265.

COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195/6. [C1054

1940 Standard 8 saloon, good condition; £220.—47, Lancelot Crescent, Wembley, Middx. [8312

STANDARD 8

B. J. HUNTER, Ltd., offer:—

1948 Standard 8 saloon, excellent condition throughout; £525.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

STANDARD 8 1948 tourer, excellent condition; £295.—106, Hebdon Rd., Upper Tooting, Balham 2782. [8355

1948 Standard 8 saloon; £275; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

£250.—1948 Standard 8 drop head coupe; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1946 Standard 8 saloon; £295.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. (Ham. 2254) [8033

1946 Standard 8 tourer; £225.—E.F.S. Motors, Kingston By-Pass, Esher. Tel. Emborbrook 3000. [C2004

1946 Standard 8 tourer, perfect mechanical condition, not run since £70 overhaul; £270 or near offer.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. [C2011

TANKARD & SMITH, Ltd., offer 1948 Standard 8 tourer, in excellent condition throughout; £295.—Below.

TANKARD & SMITH, Ltd., offer 1940 Standard 8 saloon in black with blue leather; £220.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

1948 Standard 8hp drophead foursome coupe, black, brown leather upholstery, recon. engine; £585.

1947 (April) Standard 8 saloon, black, brown leather upholstery; £250.

W. J. BROWN, Ltd., Established over 30 years.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

1939 Standard 8 coupe, excellent, guaranteed; £150; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4058

1947 Standard 8 sun saloon, recellulosed, rebored, spotless; £295.—Bertram Cowen, Ltd., Mermitage Lane, Streatham. Pol. 2100. [8230

STANDARD 8 drop head 1947, grey/blue, reconditioned 1951/52, 40,000 miles genuine, 42 mpg; £300, no offers; seen Sundays only; Aylesbury district.—Box 5275. [8247

1948 Standard 8 drop head foursome coupe, grey, blue hide, one owner, spotless condition; £395, or £135 deposit.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1946 Standard 8 saloon de luxe, grey, blue leather, excellent condition, guaranteed; £275; exchanges and terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7087. [C3034

1939 Standard 8 saloon, new engine, axle, gear box, battery and radiator, body as new; post-war condition; delivered anywhere; no dealers; £245.—Dodwell, Watling St., Hinckley, Leics. [8132

195 gns.—Standard 8, 1939, de luxe saloon, black, sliding head, brown leather, one careful owner, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Standard 8 Cars Wanted

PRIVATE purchaser offers £100 for 1939 Standard 8 tourer; see Flat cars wanted ad. No. 8145. [8146

STANDARD 10

265 gns.—Standard Flying 10, late 1939 super de luxe saloon, grey, sliding head, blue leather, i.f.s., new Dunlop tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

69 gns.—Standard 10, October 1934, saloon, green, sliding head, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

STANDARD 12

H. BEART & Co., Ltd., offer:—

1946 Standard 12hp saloon, one owner since new, outstanding value at £365, or near offer.—102, London Rd., Kingston-on-Thames. Tel. 3548. [6509

STANDARD 14

RUSSELL MOTORS offer:—

1947 Standard 14 foursome drop head coupe, one owner exceptional condition, 2 foglights, etc.; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

STANDARD 14 saloon 1948, sound throughout, moderate mileage, one owner; £420.

F. CHALLIS, Ltd., 840, Chester Rd., Stretford, Lancs. Lon. 2206. [8225

1948 Standard 14 de luxe; £495.—Wray Park Garages, Reigate 2263. [8362

STANDARD 20

1936 Flying Standard 20 saloon, same engine and chassis as 2½-litre Jaguar, mechanically sound; £100.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [8362

STANDARD VANGUARD

B. J. HUNTER, Ltd., offer:—

1949 (October) Vanguard saloon, one owner; £473.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

STANDARD VANGUARD

ACRES offer:—

1951 Standard Vanguard saloon, finished in bottle green with light fawn leather upholstery, heater and radio, speedometer reading 18,000, undoubtedly genuine beautifully kept and maintained, and as new; first £595 secures; choice of three others from £495.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211/2. [C1002

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY. The Hire-Purchase specialists.

1949 Standard Vanguard, immaculate condition, black cellulose, exceptionally clean interior, one owner only, push-button radio and heater, mechanically sound; 489 guineas.

HIRE Purchase terms on the spot with no references, no formalities or guarantors. Part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

CHARLES RICKARDS, Ltd., offer:—

NEW unregistered Standard Vanguard saloon, black, leather upholstery; offered for immediate delivery at £825/18/11.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 3 mins. from Marble Arch). Pad. 1626. [NB050

HENDON CENTRAL GARAGE, Ltd., offer:—

1949 Standard Vanguard saloon, one owner, taxed, fitted radio and heater; £510.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2024

CAMDEN MOTORS.—Standard Vanguard. See our full page advert. on page 31 of this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 7 p.m.; write for catalogue. [C1025

£545!!!—1950 Standard Vanguard saloon de luxe, excellent condition and outstanding value; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

1950 Vanguard, one owner, spotless; £500.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4725. [C1011

1950 Vanguard, one owner, low mileage, black/red; £525.—Odeon Motors, Ltd., Barnet 4100. [C3028

1950 Standard Vanguard, low mileage, blue/red leather, one owner; £500.—Haskins, Ladbroke 1155. [C3027

1951 Vanguard (October), one careful owner, 13,000 miles; £590.—Boakes 16, Ranulf Croft, Coventry. Tel. 64431. [8279

STANDARD Vanguard saloon (1950), black with fawn cloth; £525.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4062

£565!!!—Vanguard 1951, one owner, radio, taxed, superb.—Value Cars, 362, Upper Richmond Rd., S.W.14. Prospect 7520. [8338

1949 Vanguard, black, mileage 19,000, radio, heater; £435.—Red Rics Autos, 58, Battersea Bridge Rd., S.W.11. Battersea 6171. [8365

1950 Vanguard, black, red leather, immaculate; £550.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [C4011

1951 Vanguard saloon (regd. 1950), good condition, black, red leather upholstery, heater, good tyres, 16,000 miles; £510 offers.—Tel. Reigate 2089. [7989

1951 Standard Vanguard, moderate mileage, immaculate/cellulose/leather upholstery, exceedingly good specimen; 520gns.—Carr Bros., Soho Garage, Soho Sq., W.1. Ger. 6678/9. [8346

1948 (Sept.) Vanguard Tickford conversion, 25,000 miles, H.M.V. radio, as new; £750.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

1951 Standard Vanguard saloon, black, red leather upholstery, radio and heater, one owner, in excellent condition; £545.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1952 Vanguard, blue, leather, heater, covers, 9,000 miles, as new in every way; £675; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

1951 Standard Vanguard saloon, grey, with grey leather and loose covers, really immaculate one ownership car, appearance practically as new, written guarantee; £585; terms, exchanges.—H. F. Edwards, 300, Gt. Portland St., London, W.1. Langham 0012. [C2003

PRIDE & CLARKE, Ltd.—1951 Standard Vanguard saloons, black/beige, grey/red, or maroon/beige leather, heater, one owner, all under 10,000 miles, from £569; 1949 saloons, black/blue, green/grey, or bronze/beige leather, heater, one owner, £449; 3 months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [8196

Standard Vanguard Cars Wanted

WHY accept less for your Standard Vanguard (1949 preferred) when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2006

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD MISCELLANEOUS

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6088-9. [0052/R

Standard Miscellaneous Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434. [0973/R

RS

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0987/R

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Standard cars in first-class condition.—May, 3051. [W3043

ALBERT FARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0216

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond., cash or exchange.—Tel. Gla. 2480. [0431/R

Standard Spares and Service

S&T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0166/R

K. J. MOTORS, Ltd., for spares, reconditioned units; Girling agents.—Bromley, Kent. Rav. 3456. [0367/R

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0301/R

STANDARD spares, all models from 1934 by return of post; genuine factory replacement engines; quote commission number when ordering.

WHITES GARAGE, Ltd., Standard & Triumph Distributors, Grimsby. Tel. 5486. [0475/R

REPAIRS, parts, reconditioned, guaranteed gear boxes, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 2647. [0123

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [5943

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0247

STANDARD spares, all models from 1935; replacement units; complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [5941

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3522). [0559/R

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston, Kin. 5151-4. [0286/R

SPIKINS (TWICKENHAM), Ltd., 83-101, Heath Rd., Twickenham, Middlesex.—Standard spares, service units and reconditioned engines; retail and trade; prompt postal service.—Tel. Popesgrove 1035-6-7. Telegrams: Spikins Twickenham. [0544/R

HALLS (FINCHLEY) Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards, guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R

STUDEBAKER

RHD late model Studebaker, colour black; £1,050.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4026

1938 (Nov.) Studebaker President, immaculate condition throughout; £225.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184. 10 a.m. to 7 p.m. [C1050

Studebaker Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Studebaker buyers. Wembley 8691/3903. [W4015/R

Studebaker Spares and Service

REPAIRS, parts, reconditioned, guaranteed gear boxes, suspensions, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 6159. [0959

SUNBEAM

SUNBEAM 19.8 saloon 1934, chassis mechanically sound, body and paintwork in good condition, generally a clean car, one owner, ready for road.

F. CHALLIS, Ltd., 840, Chester Rd., Stretford, Lancs. Lon. 2206. [8226

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares, service.—Shandon Garage, Abbeville Rd., S.W.4. Tul. 4505. [0515/R

SUNBEAM-TALBOT

CAR MART, Ltd.

1952 Sunbeam-Talbot 90 saloon, radio, heater, 8,000 miles; £915.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

SUNBEAM-TALBOT

DICKS.

1940 Sunbeam-Talbot 10hp sports tourer, very attractive car; £325.

1939 Sunbeam-Talbot sports saloon, carefully used; £350.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

B. J. HUNTER, Ltd. offer:

1950 Sunbeam-Talbot 80 saloon, fitted radio, heater, etc., unmarked; £695, below.

1949 Sunbeam-Talbot 90 saloon, very fast and attractive, £675.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

WARWICK WRIGHT, Ltd., offer:—

1952 Sunbeam-Talbot 90 saloon, bronze, heater 12,000 miles; £950.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES offer:—

1951 model Sunbeam-Talbot 90 saloon, 16,000 miles, £795.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

CAMDEN MOTORS, Sunbeam-Talbot.—See our full page advert. on page 31 of this issue.

CAMDEN MOTORS, Sunbeam-Talbot specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

SUNBEAM-TALBOT 90 Mk. II, bronze, new car; £150 off list price.—Tel. Rickmansworth 2214/5. [8451

1951 Sunbeam-Talbot 90 saloon, very low mileage.—Autowork, Ltd., Winchester. Tel. 4634. [C1010

A BEAUTIFUL grey 1940 Sunbeam-Talbot 10 saloon, taxed, perfect throughout; £550.—R. ys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2709 and 8894. [C5059

1951 Sunbeam-Talbot 90 coupe, H.M.V. radio, heater and tailored covers, 15,000 miles, spotless; £825.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Pol. 2100. [8251

£385!!!—Magnificent Sunbeam-Talbot 4-litre saloon de luxe, genuinely beautiful example, splendid performance, outstanding value; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421 & 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

£365!!!—Superb example Sunbeam-Talbot 3-litre saloon, truly magnificent throughout, radio, taxed, guaranteed.—Value Cars, 362, Upper Richmond Rd., S.W.14. Prospect 7520. [8337

1950 (Oct.) Sunbeam-Talbot, green, beige upholstery, one owner, genuine, 21,000 miles; supplied and regularly serviced by us; £655.—G. E. Harper, Stevenage 700, after 6.30 p.m. 294. [8429

KENTISH & THOMSON, Ltd., offer: 1950 (June) Sunbeam-Talbot 80 saloon, metallic grey, heater, 21,000 miles, exceptional order throughout; £650.—564, Wickham Rd., Croydon. Shirley 3477. [C2047

1950 Sunbeam-Talbot model 90 saloon, colour grey, with grey leather, fitted radio, heater, taxed, chauffeur maintained; £725.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451/2. [C5011

LATE 1951 90 16.3hp saloon, satin bronze, red leather, as guaranteed 15,000; one owner driver, never extended, maintained Concours d'Elegance condition, over £120 extras; nearest £820; consider 1946-8 Riley 1½ part exchange.—Palmer, 514b, Hagley Rd., Birmingham 17. Tel. Bearwood 1197. [8535

Sunbeam-Talbot Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—520, Euston Rd., N.W.1. Euston 1212. [0516/R

RROOTES.

RDISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3535).

CANTERBURY.—(Canterbury 3252).

CROCHESTER.—(Chatham 2251).

WROTHAM Heath (Borough Green 4).

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111/R

ROWLAND SMITH'S

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990/R

PHOENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W5044/R

MORRIS OXFORD 1951, export quality, genuine first-class condition, and £200 offered for Sunbeam-Talbot from private owner.—Walton-on-Thames 4949. [8404

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. [0089/R

CRIPPS of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. [0465/R

Sunbeam-Talbot Spares and Service

BARKING.—For full stocks of spares and genuine service for Sunbeam-Talbot owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Ripplevay 1285. [0517/R

TALBOT

1936 Talbot 18hp face-forward limousine, excellent condition; £220; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

£250 or £90 deposit.—1938 Talbot 10 sports saloon, excellent runner, pale green hide interior, unworn tyres.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£165!!!—Talbot 95 4-door sports saloon, immaculate interior, excellent bodywork, tremendous performance at low cost; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2053

1937-8 genuine Talbot sports saloon, 17hp; this car is a most exceptional car, the appearance is really superb, the bodywork is equal to new and of course is coachbuilt and pannelled in aluminium, the interior is upholstered in fine quality red leather, the colour scheme is fawn interior with unblemished black and chrome bodywork, fitted discs, new battery, the engine was rebored and crankshaft reground during 1952, this model is fitted with the 4-speed manual gear box, a most excellent example of this quality car, taxed for the year; delivered free, £225.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 5457. [C3000

Talbot Cars Wanted

ROWLAND SMITH'S the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991/R

1936-37 Talbot 10 tourer or 1935 Aero Minx wanted.—Grummitt, 222, Station Rd., Beeston, Notts. [8522

Talbot Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 55, Grant Rd., Addiscombe 2951. [0779

SPECIALISTS in repairs to pre-war Talbots.—Hewitt and Gosden, Ltd., 269, London Rd., Croydon. Tho. 2022. [0808/R

LARGE stocks new and second-hand Talbot spares, 1929-56, including ambulance.—Clare's Motor Works, 260, Knights Hill, London, S.E.27. Gipsy Hill 0132. [0864/R

TATRA

1946 (registered) Tatra drop head coupe, completely overhauled and reconditioned, ex-Embassy car, £565.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. (Ham 2254.) [8579

£575!!—A rare opportunity to acquire one of these wonderful cars, 4-cylinder overhead camshaft rear engine rated at 17hp, fully independent suspension, hydraulic brakes and one-shot lubrication, beautifully streamlined 4-door saloon body seating 5 people in comfort, registered 1949, a wonderful car with real performance.

BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3551. After 6 Tulse Hill 4755. [C2009

TRIUMPH

BOON & PORTER, Ltd.

1951 Mayflower, grey/red leather, heater, 8,000 miles, one owner, immaculate; £575.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [C1032

TOM GARNER, Ltd., offer:—

1951 Triumph 2-litre Renown saloon, maroon with beige upholstery, 600 miles only; £450 below list price.

1952 Triumph 2-litre Renown saloon, metallic green with fawn upholstery, radio, heater, overdrive, many extras, 7,000 miles only; £1,095.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. BEART & Co., Ltd. offer:—

1949 Triumph 2000 Roadster, finished in grey with grey upholstery, H.M.V. radio, the property of one owner, very low mileage and in superb condition throughout; £675 or near offer.—102, London Rd., Kingston-on-Thames. Tel. 5348. [6519

GLANFIELD LAWRENCE offer:—

1948 Triumph 1800 razor-edged saloon, grey, one owner, 28,000 miles, very nice throughout, £575.—407, High Rd., N.12. Finchley 0091. [C2055

SLOCOMBES, Ltd., Willesden 4869.

WE offer 1948 Roadster in grey with blue interior leather, fitted radio, this car is above average for its year in every detail.

A REALLY genuine example of this fine model; £495.

1949 razor edge saloon, 1800, black with beige interior, a fine example of this magnificent model, carrying our special free service guarantee; £550.

A.A./R.A.C. inspection welcomed, insured hire purchase terms if desired, genuine allowance on your present car or motor cycle.

SLOCOMBES, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017

WARWICK WRIGHT, Ltd., offer:—

1951 Triumph Mayflower saloon, grey, 7,000 miles; £595.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1950 Triumph Mayflower, grey, excellent condition throughout; £525.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

CAMDEN MOTORS.—Triumph.—See our full page advert. on page 31 of this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

1949 Triumph 2000 Roadster, radio and other extras, 25,000 miles only and is immaculate; £565.

GEORGE FITT MOTORS, Ltd., Tankerton, Kent. Whitstable 2244. [8167

DISABLED driver, 1951 Mayflower, hand control brake clutch, 11,000 miles, heater; £650.—Box 5226. [8147

1952 Mayflower, blue, one owner, 7,000 miles, heater, rimbellishers; £645.—Farnborough, Kent. 696. [8521

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

1939 registered late '38 Triumph 1½-litre sports saloon, nice order, superb mechanical condition; 3 months' guarantee; £275.
C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6256 (5 lines). [C1061

£585!!! 1949 Triumph 2000 saloon, one owner since new, new engine 6,000 miles ago, an attractive car at an attractive price.—Below.

£725!!! Triumph Renown (Nov.) 1950, black and pig-skin upholstery, one meticulous owner who has maintained car in peak condition during its low mileage, fitted heater.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

1951 Triumph Mayflower, black, red leather, heater, 9,000 miles, perfect; £565.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1950 Triumph Renown, in excellent condition, radio, heater and loose covers; £650.—Wembley Court Motors, High Rd., Wembley. Wembley 8767/8. [C4050

1949 2,000cc razor-edged saloon, black, fawn interior, beautifully maintained, one private owner; £625.—Robbins, East Putney. Tel. 4581. [8100

1951-52 Triumph Renown saloon, heater, etc., beautiful condition, £850.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3525/6.

1949 Triumph 1800 razor-edge saloon, low mileage, immaculate condition, guaranteed; £550; exchanges and terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7087. [C3034

£199—1937 Triumph Vitesse sports saloon, grey, fitted Windtones, wheel discs, spats, etc.; bargain.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2422. [8384

1951 Triumph Renown, 16,000 miles, perfect example, bargain at half list price; £775.—Scott Cars, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

1949 Triumph 2000 razor-edge saloon, 20,000 miles, heater; £575; written guarantee.—Chain Garages, Ltd., Hangar Lane, Junction Western Avenue, Ealing, W.5. Per. 4404/5. [C1043

1948 Triumph Roadster 1800, maroon, radio, fog lamp, demister, mascot, twin driving mirrors, glare shields, beautiful car; £490.—Faraway, Fairmile Lane, Cobham, Surrey. Cobham 17. [8280

JACK ROSE, Ltd., offer 1951 (June) Triumph Renown, in grey, almost as brand new throughout, 7,000 miles, one careful owner; accept £875.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

NAYLOR & ROOT.—1951 Triumph Renown, dark green, beige hide, radio and heater, low mileage, indistinguishable from new; £795, written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1949 Triumph 2000 Roadster coupe, pale green, maroon hide and hood to match, spotless condition, host of extras, unworn tyres; £565 or £200 deposit.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

ROSE & YOUNG, Ltd., offer 1949 Triumph 2000 model razor edged saloon, low mileage, an immaculate car, metallic silver; £595.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

695 gns.—Triumph Renown 1951 saloon, maroon, fawn leather, heater, one careful owner, small mileage, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1951 (July) Triumph 2000 saloon, black, fawn leather, heater, radio, loose covers, one careful owner, genuinely comparable to new throughout; £665; exchanges, deferred terms; many others.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4035

Triumph Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212. [0974/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0992/R

SLOCOMBE'S, Ltd. Willesden 4869.

WE wish to purchase clean and genuine Triumph cars.—56/52, Dudden Hill Lane, N.W.10. [W4017

ROADSTER wanted.—45, Shirehall Park, N.W.4. Hendon 1648. [8166

PERFORMANCE CARS, urgently require Triumph's.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

WANTED, 1946-47 Triumph 1800 Roadrider in good condition; about £400.—Tel. Boxmoors 159. [8292

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Triumph cars in first-class condition.—May. 3051. [W3043

H. F. EDWARDS urgently require good Triumph for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Langham 0012. [W2001

Triumph Spares and Service

S&T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maida Vale 9114 (10 lines). [0397/R

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7753. [0145/R

Triumph Spares and Service

SPECIALISTS for Gloria, Vitesse, Dolomite.—Park Motors, 222, Battersea Park Rd., S.W.11. Macaulay 4430. [0137/R

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3522). [0355/R

UTILITY CARS

CAR MART, Ltd.

1953 Austin A70 Countryman, heater, 300 miles; £1,095.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

BRAND-NEW Standard estate car for immediate delivery at maker's list price.

MOTOHISTS (LONDON), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018

1949 Bradford de luxe utility, 4 seats, excellent condition throughout; £375.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

BRADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

1949 (Nov.) Hillman estate car, one owner, excellent condition, heater, colour moorland grey.—Guildhall Service Station, 124, Guildhall St., Folkestone. Tel. 2473. £425. [8269

295 gns.—Fordson late 1947 8hp Martin Walter Utilecon estate car, black, fold-flush rear seating, glass side windows, rear entrance, good tyres, spare unused, excellent condition; terms, exchanges.—Rowland Smith, below.

265 gns.—Ford Prefect 1939 4-door 6-seater Utility, natural timber body, sliding glass windows, drop tailboard, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

165 gns.—Jeep (Ford), registered August, 1948, coachbuilt utility, maroon, bench seat, drop tailboard, spare wheel, very good condition; choice of 8 Jeeps; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1950 Bradford 6-litre utility van, green, one owner, 17,500 miles, exceptionally clean, any inspection, 3 months' guarantee; £325.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034/1

ARCHIE SIMONS & Co., Ltd.—1950 Bedford utility van, for carrying 5 passengers and ample space in separate compartment for goods, a very unique body on excellent chassis, ideal proposition for country hotel proprietor.—94, Gt. Portland St., W.1. Lan. 1545. [C4013

Utility Cars Wanted

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0993/R

WHY accept less for your Utility when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

VAUXHALL 10

ELITE MOTORS offer:—

1947 (Aug.) Vauxhall 10 4-door de luxe saloon, blue cellulose, brown interior, one owner, moderate mileage, excellent coachwork and mechanical condition; £399.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [C2006

£300—1947 Vauxhall 10 saloon; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1946 Vauxhall 10 saloon; £385.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3 (Ham. 2254). [8052

1938 Vauxhall 10 saloon, finished black, de luxe model, in really excellent condition, recently fitted works reconditioned engine; £195.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester, Pen. 3457. [C5000

£285!!!—Magnificent 1939 Vauxhall 10 de luxe saloon, excellent bodywork, magnificent interior, mechanically 100%; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2025

VAUXHALL 12

VAUXHALL 12, 1947; £365.—Wills, 82a, Brighton Rd., Coulsdon, Surrey. Uplands 3206, daytime. [8150

1946 Vauxhall 12, absolutely immaculate; £335.—Kirkdale Cars, 519a, Kirkdale, S.E.26. Sydenham 6129. [8572

1948 Vauxhall 12 saloon, low mileage, just rebored, spotless condition; £410.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Pol. 2100. [8252

1947 Vauxhall 12hp 4-door saloon in black with light brown interior, a superb car throughout, good tyres; £375.—Southwinds, Smugglers Walk, West Worthing, Sussex. Goring-by-Sea 42131. [C4027

VAUXHALL 14

DICKS.

1940 Vauxhall 14 saloon, most attractive condition; £375.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

£425.—Vauxhall 14 "J" types 1946 4-dr. sln., in exceptional condition throughout; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, W.11. Park 5066-7 (50 yds Holland Park Tube). Exchanges, h.p. [C1017

1938 Vauxhall 14 saloon in good condition; £165.—Wembley Court Motors, High Rd., Wembley. Wembley 8767/8. [C4050

£215.—1937 Vauxhall 14 DX saloon, 52,000 miles, genuine specimen condition throughout.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2422. [8365

VAUXHALL 16

SNIP, snip, snip; Vauxhall 14 J type saloon, black, brown hide, good engine, tyres and battery; £195.

DOUGLAS CAR SALES, 606/622, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1078

£55 deposit or £165.—1938 Vauxhall 14 saloon, guaranteed.—Oldfield, 586, Kensington High St., W.14. Wes. 6631. [C3020

1948 Vauxhall 14hp de luxe saloon, heater, in first-class condition; £450.—L. F. Dove, Ltd., 89, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1938 Vauxhall 14hp saloon, black, brown leather upholstery, fitted radio and heater, over £100 overhaul, in exceptional condition throughout; £245.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C2004

Vauxhall 14 Cars Wanted

7-SEATERS private 1937/8/9 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2841. [W1008

VAUXHALL 25

1938 Vauxhall 25 Grosvenor limousine in black with division, occasional seats, genuine guaranteed mileage 15,360; really exceptional condition; £555.—Dawson Bros., Lymington, Hants. Tel. 78. [8134

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

1951 Vauxhall Velox saloon, radio, heater, 15,000 miles; £595.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1075

TOM GARNER, Ltd., offer:—

1951 Vauxhall Velox saloon, bronze, 6,000 miles only; £675.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2046

B. J. HUNTER, Ltd., offer:—

1950 Vauxhall Wyvern saloon, most economical, low mileage; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

GLANFIELD LAWRENCE offer

1949 Vauxhall Velox saloon, one owner, 22,000 miles, heater, exceptional throughout; £499.

1949 Vauxhall Wyvern saloon, one owner, 19,000 miles, heater and radio, absolutely unblemished; £530.—407, High Rd., N.12. Finchley 0091. [C2025

H. A. SAUNDERS, Ltd., offer:—

1952 Vauxhall Velox saloon, black with brown upholstery, recorded mileage 15,000; £795.

1952 Vauxhall Wyvern saloon, grey with red upholstery, heater, recorded mileage 4,700; £625.

836—842, High Rd., N.12. Hillside 0024. [C2027

GUY SALMON AUTOMOBILES, offer:—

1951 Vauxhall Velox saloon, radio, heater, superb condition; £635.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

DAGENHAM MOTORS, Ltd., offer the following car:—

1951 Vauxhall Wyvern, green/beige, 18,000; £635.

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3389; and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1949 Vauxhall Wyvern, black, heater, loose covers, 13,000 miles; £565.

J. DAVY, 180/182, Kensington High St., W.8. Western 9641. [C1069

VELOX 1952, left-hand drive, under 2,000m, extras, as new; £725 or £425 for export.—Box 5285. [8218

1952 (April) Velox saloon, blue, heater, 6,000 miles, excellent; £775.—Sandwich 3242. [8301

1952 Vauxhall Velox saloon, black, grey and maroon upholstery, heater and demister, square engine, 6,000 miles, completely as new; £850.

W. J. BROWN, Ltd., established over 30 years,

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

1952 (model) Vauxhall Velox, latest type, 9,000, immaculate; £785.—Scott Cars, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

1952 (August) Vauxhall Wyvern, square engine, 4,000 miles, as new; £785.—Scott Cars, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016/1

CASS'S MOTOR MART.—1949 series Vauxhall Velox saloon, black, heater, excellent condition; £495; written guarantee.—5, Warren St., W.1. Euston 3523. [C1040

1951 Vauxhall Wyvern saloon, black with brown leather, heater and other extras, 7,500 miles; £665.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1952 (Nov.) Vauxhall Wyvern, forest green, 900 miles only, reversing light, link mats, towing attachment, heater; nearest to list price.—Thomas, Brynteg, Tel. Capel, Bangor 213, Nr. Aberystwyth. [8294

NEW style Velox, Sept., 1951, £775; excellent condition, heater, loose covers, guarantee given, would exchange for Sunbeam-Talbot or small modern car with cash adjustment.—Smith, 31, Winkworth Rd., Banstead, Surrey. Burgh Heath 5720. [8158

1952 model new style Vauxhall Velox, one owner, low mileage, fitted radio, heater, link maps, spot and reverse lamps, exceptional condition; £750; terms, exchanges.—Bradstock Motors, Chase Rd., Epsom. Tel. Epsom 633. [8552

1953 model (reg. Oct., 1952) Vauxhall Wyvern saloon, 5,000 miles only, radio, heater, loose covers, finished green, magnificent showroom condition.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL WYVERN & VELOX

TANKARD & SMITH, Ltd., offer 1951 Vauxhall Velox saloon, polychromatic green with green leather, one owner, speedometer reading 18,000, radio and heater, superb car £625; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—194-196, Kings Rd., Chelsea, S.W.3. Flaxman 4801/2/3. [C4026

Vauxhall Wyvern & Velox Cars Wanted

1952 Vauxhall Velox required.—Durngate House, Winchester. [W1010

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6 Berkeley Sq., W.1. Grosvenor 4328. [0017/R

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1950 Vauxhall Velox, black, red leather upholstery, low mileage, radio, heater and loose covers fitted.

1949 Vauxhall Velox, black, brown leather, heater and radio fitted, tyres good all round.

1948 Vauxhall 12, blue, brown upholstery, sunshine roof, mechanically sound.

1939 Vauxhall 10, black, red leather, very good tyres and mechanically sound.

ALWAYS a good selection of used Vauxhalls in stock. H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2032

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737—Gregory's of Uxbridge. [0039/R

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0283/R

Vauxhall Miscellaneous Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 5434. [0975/R

SSHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R

ROWLAND SMITH'S

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0994/R

PRIVATE buyer offers £400 for good low mileage Wyvern; Middx.—Box 5271. [5256

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612/R

1952 Wyvern or Velox wanted privately.—Adams, 685, Durham Rd., Gateshead-on-Tyne. Tel. 75532. [6258

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earls Court Rd., S.W.5. Fro. 0063. [0479/R

H. F. EDWARDS urgently require good Vauxhall for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Langham 0012. [W2001

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2052/R

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£250—1947 Volkswagen, one owner, reconditioned engine March, 1952.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C5045

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£375—1947 Wolseley 16hp, black with brown upholstery, small and well cared for, ideal hire car.—E. H. Booth & Co., Ltd., 4, Fishergate, Preston, Lancs. [8151

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1947 Wolseley 14hp de luxe saloon, in nice condition throughout, good tyres, small mileage; £595.—Southwinds, Smuggler's Walk, W. Worthing, Goring-by-Sea 42151. [C4027

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RSROWLAND SMITH'S, the Wolseley buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0995/R

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1951 (October) 5½ Fordson 10cwt plain van, primer, one owner, unblemished, 1,532 miles; £452.—144, Golders Green Rd., N.W.11. Speedwell 0012. [M4004/2

CASS'S MOTOR MART.—1951 Morris 12cwt van, recellulosed blue, 12,000 miles, one owner, unblemished; £400; written guarantee.—5, Warren St., W.1. Euston 3525. [M1040

1950 (first registered December, 1949) J-type 10cwt Morris van, mileage 10,404, unused for 12 months.—Brown & Mallalieu, Ltd., Station Rd., Blackpool. S.S. Tel. S.S. 41931. [8236

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MAIN distributors for all Allard models.

PHONE or write for details or demonstration. [0480/R

DAGENHAM MOTORS, Ltd., distributors for Middlesex, Hertfordshire, Bedfordshire and Essex. 56, Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alperton, Middx. Perivale 3388. And 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [N1066

ALVIS

CHARLES FOLLETT, Ltd.—Alvis repair specialists.

OFFICIAL Alvis spare parts stockists.

TRADE supplied.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0307/R

SCOTLAND.—New 3-litre saloon and sports tourer for immediate delivery.

JAMES H. GALT, Ltd., Alvis Distributors for Scotland, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [0731/R

KINGSTON-ON-THAMES.—Alvis Sales and Service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. [N4055/R

MANCHESTER.—Alvis main agents; sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Mc., 19. Rus. 2874-5. [0625/R

ARMSTRONG SIDDELEY

PASS & JOYCE, Ltd.

LONDON and district distributors for the new distinctive Armstrong Siddeley car. 184—188, Great Portland St., London, W.1. Museum 1001. [0711/R

HENLYS, Ltd., 1-5, Peter St., Manchester.—Armstrong Siddeley distributors for Lancashire and part Cheshire. Tel. Blackfriars 7843. [0605/R

ASTON MARTIN

PIPPBROOK GARAGE.—We are officially appointed agents for Aston Martin and Lagonda cars.—London Rd., Dorking 3891 [0007

H. W. MOTORS, Ltd. Main Dealers for Aston Martin cars, offer immediate delivery from stock of the DB.2; orders taken for early delivery.

H. W. MOTORS, Ltd., Walton-on-Thames 2404/5/6. [N2042

HAROLD RADFORD & Co., Ltd., officially appointed Aston Martin retailers.—Sales and Service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). [N5047/R

AUSTIN

C

M

THE CAR MART, Ltd., London Austin Distributors, accept orders for delivery in rotation.—297, Euston Rd., N.W.1. Euston 1212. [0351/R

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

NEW Austin A70 for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [N4009

YOU couldn't do better than secure your new Austin now. A50, A40, A70, Sheerline saloon available, current market value for your car, subject to inspection. FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [N2008

NEW Austin A.40 Countryman available. £813/10 with heater.—C. R. Abbott & Co., Ltd., Dukes Rd., Western Ave., W.3 (Acorn 3224). [8506

BREW BROTHERS, Ltd., agents for Austin cars, sales and service.—135, Old Brompton Rd., S.W.7. Kensington 2468. [0710/R

H. A. SAUNDERS (RADLETT).—Austin A40 pickup and Austin A70, colour black, immediate delivery.—Tel. Radlett 3681-6. [C4003

L. F. DOVE, Ltd., main dealers and vehicle distributors Austin. See all the models at 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [N1077/R

QUICK delivery offered Austin Sheerline limousine, A70 Countryman, A70 Pick-up, A40 Convertible; also 25cwt chassis; all new.—Tel. Rotherham 3656. [4812

PRIDE & CLARKE, Ltd.—New Austins for immediate delivery; A70 saloon and A40 sports; favourable delivery on other models.—237, Brixton Hill, S.W.2. Tul. 3664/5. [0733/R

IMMEDIATE delivery of new Austin A70 Hereford saloon colour black, other colours to order; price £976/16/8. Tel. Pal. 5576-7.—Springfield Garages, Ltd., Southgate, N.14. [0272/R

IMMEDIATE delivery Princess, Sheerline and A90 sports saloons; full range of models on view; exchanges and deferred terms.—Lankester Eng. Co., Ltd., Eden St., Kingston. Kin. 3151-4. [0263/R

DELIVERY Sheerline and Princess saloons, 16hp hire car, A70 and A40 models, from the South London Austin Depot, Prynn & Stevens, Ltd., 57, Acre Lane, S.W.2. Brixton 1155. Repairs and service to Austin exclusively. [0889/R

BENTLEY

CAR MART, Ltd.

OFFICIAL retailers, will be pleased to accept orders for future delivery for the Bentley Mark VI, with standard or special coachwork.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 5454. [N1039/R

GROSE, Ltd., Northampton.

OFFICIAL Bentley retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. [0569/R

DAVID ROSENFIELD, Ltd.

OFFICIAL Manchester Bentley and Rolls-Royce retailers.

SHOWROOMS: 1/5, Peter St., Manchester 2.

PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.

MANCHESTER, 8. Tel. Blackfriars 2302. [0506/R

RIPPON BROS., Ltd., the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R

BOND MINICAR

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1953 Bonds, Sharp's commercials, Minitrucks and Minivans for immediate delivery; new C type Bond approximately 14 days delivery; special offer of Bond new and unregistered 1952 B type Minicars at the greatly reduced price of £285/7/8 including purchase tax; cars, motor cycles, etc., willingly taken in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044 (20 lines). [0830/R

BOND MINICAR distributors; see, try, pay deposit and drive away in the world's most economical light car; all the latest models from £267/8/4, or £89/8/4 deposit, balance over 18 months; exchanges welcomed.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251. [0682/R

BRISTOL

A.F.N., Ltd.,

OFFICIAL Bristol retailers

FALCON Works, London Rd., Isleworth. Tel. Hounslow 0011. [N2015/R

KEVILL DAVIES & MARCH, Ltd.,

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley St., W.1. Gros. 2563. [0295/R

BRISTOL, in the Western Counties, new and used models service and spares, advantageous delivery, new cars; sole distributors.—Charles Cruickshank Motors, The Centre, Bristol. Tel. 25280. [0531/R

ANTHONY CROOK.—Latest models 401 with all modifications on view now at Anthony Crook Motors, Ltd., leading distributors of Bristol cars.—Caterham Hill, Surrey. Tel. 2252-5. [0354/R

SCOTLAND and Northern England, consult the enthusiasts.—New type 401 saloon for immediate delivery.—James H. Galt, Ltd., Bristol Distributors for Scotland and Northern England, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [0732/R

BUICK

BUICK.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Tel. Regent 7121. [0598/R

CADILLAC

CADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Regent 7121. [0526/R

CHEVROLET

BRITISH & COLONIAL MOTORS, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5588.—Distributors for London and Home Counties. [N1027/R

CITROEN

ACE.

ACE SERVICE STATION (LONDON), Ltd., offer early delivery of all models.

NORTH Circular Rd., Stonebridge Park, N.W.10. Tel. Elgar 5585 (5 lines). [N1000

H. W. MOTORS, Ltd., Citroen Distributors, offer immediate delivery from stock.

H. W. MOTORS, Ltd., Walton-on-Thames 2404/5/6. [N2042

SOLE distributors for the County of London: early delivery.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0297/R

IMMEDIATE delivery.—Citroen Light 15 saloon, black/red leather; terms and exchanges.—The Motor House, Stourton, Worcester. Tel. Peopleton 275. [8291

CITROEN; immediate or early delivery; official agents; full service facilities.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [N4055

ACTUALLY in stock for immediate delivery, one new Citroen Six, pastel green, beige interior; list £1,462; hire purchase or exchange any modern car.—Cars & Commercials, Ltd., Station Rd., Taunton. Tel. 5161-2-3. [8220

DAIMLER

KINGSTON-ON-THAMES.—Daimler sales and service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. [N4055/R

DAIMLER.—Coventry & Jeffs, Ltd., distributors for North Somerset, South Gloucestershire and Wiltshire; reasonable delivery; demonstrator available; enquiries welcomed.—Bristol 20091. [0885/R

DELAGE

SELBORNE (MAYFAIR), Ltd.—Concessionaires for G. B., Brit. Empire, U.S.A.—82, Park St., W.1. [0061/R

DELAHAYE

SELBORNE (MAYFAIR), Ltd.—Concessionaires for G. B., Brit. Empire, U.S.A.—82, Park St., W.1. [0662/R

FORD

W.

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

NEW Ford Consul and Zephyr saloons available for immediate delivery.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [N3042

R. C. WIMBUSH, Ltd.

IMMEDIATE delivery of one new Prefect; early delivery other models; service facilities.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [N4056

ROUNDABOUT offer:—

FORD Zephyr, immediate delivery at manufacturer's list price.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [N3058

DAGENHAM MOTORS, Ltd., Ford main dealers,

56, Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alperton, Middx.; Perivale 3388. And 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [N1066

ORDERS accepted for favourable delivery.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brit. 6251. [0734/R

YOU couldn't do better than secure your new Ford now, Anglia, Prefect, Consul, Zephyr saloons available, current market value for your car, subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [N2008

FORD Anglia or Prefect, immediate delivery.—The Goldings Park Motor Co., Ltd., Authorised Ford Dealers, London Rd., Basingstoke. Bas. 241. [7208

FORD; immediate or early delivery; official agents; full service facilities.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [N4055

ARTHUR E. GOULD, Ltd., main Ford dealers, sale, 280-292, Regent St., W.1, and Mead St., Soho, W.1. Langham 1594-5. Service: Minerva House, Cheniles St., W.C.1. Museum 6075. [0656/R

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines). 104, Foord Rd., Folkestone. Folkestone 51232 (2 lines). [0096/R

FRAZER NASH

REQUESTS for literature and information in respect of the latest Mark II Frazer Nash Le Mans Replica, Targa Florio and Mille Miglia models, should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Hounslow 0011. [0478/R

HEALEY

IN stock for immediate delivery:—

BRAND new 2.4-litre Healey Abbott d.h. coupe, grey with red leather upholstery; also Tickford sports saloon for quick delivery.

J. C. ALEXANDER, Ltd., 190, Deansgate, Manchester, 3. Tel. Deansgate 4795/6. [7798

HEALEY Tickford saloon for immediate delivery; any car taken in part exchange.—Rose & Young, Ltd., 65-68, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [N3057

HILLMAN

BARNET area.—Hillman main dealers.—Hadley Green Garages, 202-204, High St., Barnet 0552. [0411

HILLMAN Minx saloon, grey/red, new; list price.—John Trigg, Ltd., Esher 1254. [N4033

YOU couldn't do better than secure your new Hillman now, Minx saloons available for prompt delivery, current market value for your car, subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [N2008

1953 Minx coupe, new and unregistered, grey; immediate delivery; list price.—Hughes Garage, Portmadoc 2232. [214

JACK ROSE, Ltd., offer immediate delivery of new Hillman Minx convertible.—Stafford Rd., Wallington, Surrey. Wallington 6677. [N3056

NEW 1953 Hillman Minx saloons and coupes; delivery ex-stock; exchanges and hire purchase.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431/2. [N3011

H.R.G.

HAROLD RADFORD & Co., Ltd., sole distributors for London and Home Counties.—Sales and Service at Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [N3047/R

HUMBER

FOR early delivery of Humber Super Snipe and Humber Hawk.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431/2. [N3011

1953 Humber Hawk saloon, black, red leather, immediate delivery; part exchanges welcomed.—Cattermoles (Garages), Ltd., 79-89, Pentonville Rd., King's Cross, N.1. Ter. 1001. [8206

JAGUAR

COOMBS & SONS (GUILDFORD), Ltd., for Jaguar sales and service.

MAIN agents for South-West Surrey.—St. Catherine's Garage, Guildford 62907-9. [0244/R

K. J. MOTORS, Ltd., main agents for N.W. Kent.—Bromley, Kent. Rav. 5456. [0289

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HENLYS, Ltd.,

ENGLAND'S largest Jaguar distributors.

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HENLY House 385, Euston Rd., N.W.1. (Euston 4444.)

MANCHESTER: 1—5, Peter St. (Blackfriars 7643.) [0155/R

JOWETT

HAROLD RADFORD & Co., Ltd.

JAVELIN and Bradford main agents.

SALES and Service.

HAROLD RADFORD & Co., Ltd., Melton Court, Sth. Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [N3047/R

COME to the specialists for anything Jowett.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 4100. [0581/R

DISTRIBUTORS near Guildford and Woking.

CLARKE'S OF PIRBRIGHT.

SEE under Jowett Classified. [0279/R

JOWETT Javelin de luxe saloon, immediate delivery.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 5031-2. [N4006

RED CIRCLE, Ltd.—Main agents for Jowett Javelin and Bradford commercials, spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tottenham 1906/7553. [0504/R

KINGSTON-ON-THAMES.—Distributors for Javelin, Jupiter, Bradford vans and utilities; demonstration vehicles available.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. [N4055/R

IMMEDIATE delivery.—Jupiter Mark I convertible, green with red leather upholstery; terms, part exchanges.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [8160

TRINITY CARS, Ltd., Jowett main agents for immediate delivery of Javelins, Jupiter and Bradfords, demonstrat on cars available.—94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [N4045/R

EDINBURGH.—Distributors for Jowett Javelin and Jupiter cars and Bradford commercial vehicles, up-to-date spares service, factory-trained mechanics.—Eastern Motor Co., Ltd., 52 George St., Edinburgh, 2. Tel. Cen. 6294. [0289/R

CARR BROS. GARAGES, Head Office, Brighton Rd., Purley, Surrey, offer greatest attraction on delivery; deferred payments; service after sales on any of the Jowett range; demonstrations anywhere without obligation; part exchanges.—Tel. Uplands 4811-2-3. [0275/R

KAISER-FRAZER

KAISER-FRAZER sales and service. Corps Diplomatique supplied for sterling; prompt delivery; U.S. Service personnel supplied direct from U.S.A.; sole concessionaires for Great Britain.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6. [0509/R

LAGONDA

HAROLD RADFORD & Co., Ltd.,

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). [N3047/R

LANCHESTER

KINGSTON-ON-THAMES.—Lanchester sales and service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. [N4055/R

LEA-FRANCIS

WEST Yorkshire distributors of Lea-Francis cars.—Marshalls (Halifax), Ltd., King's Cross Rd., Halifax. Tel. 5044. [0470/R

J. C. ALEXANDER, Ltd., main distributors in the North for the Lea-Francis products.—190, Deansgate, Manchester. Tel. Deansgate 4795. [0041/R

LEA-FRANCIS Birmingham and Midlands distributors.—Henry Garner, Ltd., Showrooms; 221, High St., Deritend, 12. Works: 108, Alcester Rd., Moseley, 13. [0791/R

SOUTH WALES.—Mon. main distributors for Lea-Francis products, early delivery offered.—Glanfield Lawrence, Ltd., 2, City Rd., Cardiff (Tel. 20531). [0863/R

LINCOLN

LINCOLN CARS, Ltd., Gt. West Rd., Brentford, Middx. have for sale, immediate delivery, 1953 Lincoln Capri Fordor sedan, Mercury Monterey Fordor sedan, Ford V.8 Crestline Sunliner convertible coupe; all fitted with automatic transmission.—Tel. Ealing 4506-9. [7562

MORGAN

W. M. WEBSTER OF CREWE.

IMMEDIATE delivery, one only, 2-seater Plus Four Morgan, colour red, send for full specification; total price £830/7/9.

W. M. WEBSTER OF CREWE, Mill St., Crewe, Cheshire. Tel. Crewe 2061. [7539

BASIL ROY Ltd., Morgan distributors, orders now accepted, new Plus 4 2-seater chassis, immediate delivery.—161, Gt. Portland St., W.1. Langham 7733. [0510/R

MORGAN Plus-Four distributors; send s.a.e. for full specification; a new Plus-Four 2-seater chassis only for early delivery.—Motourists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018/R

M.G.

JACK ROSE, Ltd., M.G. agents, sales and service, would appreciate your new car order.—Stafford Rd., Wallington. 6677. [N3056

MORRIS

ORDERS accepted for favourable delivery.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Bri. 6251. [0735/R

MORRIS

SURREY MOTORS, Ltd., High St., Sutton.—Morris main dealers Sutton and district; spares and service.—Tel. Vig. 4444. [8015

WARDS, of Putney.—Morris main dealers, sales service and spares.—38, Felsham Rd., S.W.15. Putney 6060. [N4044

LANKESTER ENGINEERING Co., Ltd., Morris Main Agents.—Complete range of new models on view.—39-43, Eden St., Kingston. Kingston 3154. [0264/R

SMITH & HUNTER, Ltd., official Morris agents.—Minors and Oxfords very early and immediate delivery.—'Phone, write or call, 576, Kensington High St., W.14. Western 2512. [N4019

YOU couldn't do better than secure your new Morris now, Minor saloons for early delivery, Oxford saloons available, current market value for your car, subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008

NASH

NASH cars, spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5558-9. [0562/R

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd.—Sales Service and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 350-1. [0682/R

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1. (Gerrard 8600.). Service Workshops and Spare Parts, 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7.) [0257/R

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester, 19. Rus. 2874-5. [0199/R

PACKARD

SOLE Concessionaires, Leonard Williams & Co. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0730/R

PEUGEOT

TOM KNOWLES, sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. May 5353. [0896/R

PONTIAC

PONTIAC.—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey.

SOLE concessionaires for Porsche cars Great Britain, new cars available to Corps Diplomatique, U.S. Forces and overseas visitors.—Tel. Ripley 2361. Cables, Cobunwagen London. [0372/R

RENAULT

RENAULT distributors for Birmingham.—Henry Garner, Ltd., Showrooms: 221, High St., Deritend, 12. Works: 120, Alcester Rd., Moseley, 13. [0003/R

RILEY

1½-litre delivery ex stock, one only.—Montrose 2 Motors, Wembley 2636. [0765/R

YOU couldn't do better than secure your new Riley 1½-litre now, current market value for your car, subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008

NEW 1½-litre Riley saloon for immediate delivery, black, green upholstery.—Kevill-Davies & March, Ltd., 41-42, Hay's Mews, Berkeley Square, W.1. Grosvenor 2563. [8059

ROLLS-ROYCE

CAR MART, Ltd.

OFFICIAL retailers, will be pleased to accept orders for future delivery for the Rolls-Royce Silver Wraith with all types of coachwork.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly), Grosvenor 3434. [N1039/R

DAVID ROSENFIELD, Ltd.

OFFICIAL Manchester Rolls-Royce and Bentley retailers.

SHOWROOMS: 1/5, Peter St., Manchester, 2.

'PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.

MANCHESTER, 8. Tel. Blackfriars 2302. [0561/R

GROSE Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MARKFAIR, Northampton. Tel. 4540. [0520/R

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R

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HENLYS, England's Leading Motor Agents.

ROVER distributors.

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HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.) [0154/R

COME to the pre-war specialists for anything Rover.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 4100. [0580/R

IMMEDIATE delivery of latest type Rover saloon.—Bridgwater Motor Company. [7986

ROVER

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-9. [0245/R

CROYDON.—Main agents, Leathwood's Garages, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. [0063/R

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd. Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [0001/R

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 76, Deansgate, Manchester. Tel. Deansgate 5455. [0866/R

PLYMOUTH, S. Devon, E. Cornwall.—R. Humm & Co., Rover distributors, service and spares specialists, Alexandra Rd., Plymouth. Tel. 5055. [0901/R

LAND-ROVER

H. M. BENTLEY & PARTNERS, Ltd.

NEW Land-Rover, immediate delivery; £598.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

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SM 1500 Saloons and SM Roadsters, 1953 models, quick delivery.

DISTRIBUTORS.—G. E. Lawrence (Motors), Ltd., New St. Garage, Aylesbury. Tel. 368. [0726/R

SINGER.—Birmingham and Midlands distributors, Henry Garner, Ltd., Showrooms, 221, High St., Deritend 12; Works, Alcester Rd., Moseley 13. [0168/R

STANDARD

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6068/9. [0026/R

BERKELEY SQUARE HOUSE GARAGE, Ltd.,

OFFER immediate delivery with service on the spot; day and night garage.—Berkeley Square, London, W.1. Gro. 4343. [0840/R

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2, offer:—

STANDARD Vanguard saloon, new, unregistered, immediate delivery. [N1001

IMMEDIATE delivery Standard Vanguard saloon, green; £794/16/8.

X. L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8355. [N4060

YOU couldn't do better than secure your new Standard now, Vanguard saloons available, current market value for your car, subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008

PRIDE & CLARKE, Ltd., offer immediate delivery of Vanguards; choice of colour.—237, Brixton Hill, S.W.2. Tul. 5664/5. [0743/R

METROPOLIS GARAGES, Ltd., the Standard agents for sale, service and spare parts for all models.—1-51, Maclise Rd. (Olympia), W.14. Sho. 5385-6-7. [0600

K. J. MOTORS, Ltd., Standard and Triumph distributors for N.W. Kent, can offer delivery on all models. Bromley, Kent. Rav. 3456. [0220

STANDARD; immediate or early delivery; official agents; full service facilities.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [N4035

STANDARD and Triumph (distributors in Surrey since 1911); complete range of new models on show.—Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston. Tel. Kingston 3151-4. [0402/R

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444.—Spares for all models, Hawley Cres., Camden Town. Gul. 4141. [0091/R

TRIUMPH

BERKELEY SQUARE HOUSE GARAGE, Ltd.,

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AXLESHAFTS RECOVERY Co. (Myers Process).—Are you losing the use of your car because of a broken axleshaft or worn axle casing? The former can be repaired and the latter restored to original limits and Brinel hardness; send your damaged one to us and we will forward you a replacement.—Montrose Motors, Ltd., Wembley 2656/4445. [0766/R

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M.G.—All-chrome tubular rear luggage racks for T.D., M.G.s beautifully made £6/19/6, carr. paid. George Grose, Ludgate Circus, London, Central 5561. [0454/R

"PORTARACK" patented telescopic roof rack, universal one model fits all cars; also "Portarack Major" for taxis, utilities and vans; the strongest roof rack made; all fitted with our exclusive double-security clamps; accessories; Portarack covers, Portaclaws, webbing straps, suction cups and Portarack ski carriers; from your garage or—Parr Equipment Co., Ltd., 20, Avonmore Rd. (opposite Olympia), London Rd., W.14. Fulham 4211. [0114/R

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NEW running boards always available from stock to fit Morris, Ford, Wolseley, Austin, Vauxhall, Standard, Humber, Hillman, Singer, Rover, etc.—Brooks, Vandon Court Passage, Petty France, S.W. Tel. Abbey 6733. [0645/R

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EXPRESS REPLACEMENT SERVICE—wholesale and retail.

LONDON: Newton's (Kensington) Glass Merchants, 266, Old Brompton Rd., S.W.5. Tel. Fremantle 9412.

WATFORD: Balmer's, Glass Merchants, Derby Rd., Watford. Tel. Watford 4268.

SOUTHEND: Smith's, Glass Merchants, 623-4, London Rd., Westcliff-on-Sea. Tel. Southend 46248.

ALL the above are official Triplex stockists.

[0635/R

D. W. PRICE.

FIT while you wait.—Neasden Lane, N.W.10. (Gla. 7811); 2a, New Cross Rd. (New Cross 3856); Savoy Parade, Enfield 3170; Tancred St., Taunton 2993. [0019/R

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TRIPLEX.—"While you wait" replacements.—British Steel Frame Co., Ltd., Bishopsgate 9611-5. See "Windscreens." [0142/R

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ARMSTRONG.—The leading hydraulic shock absorber fitted as initial equipment to the majority of cars.

NEW exchange shock absorbers, replacement links and conversion sets available from stock from your local garage or

MAIN distributors:—

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MARLER & PARTRIDGE, Ltd., Fox Hollie Garage, Fox Hollies Rd., Acocks Green, Birmingham, 27. Acocks Green 0901.

EAST Midlands, Eastern Counties and South Yorks:—

DICKENS (SHOCK OBSORBERS), Ltd., Bullivant St., Alfred St., Central Nottingham. Nottingham 46507-8.

NORTH-WEST England:—

BRACEGIRDLE MOTORS, Ltd., Brook's Bar, Manchester 16. Moss Side 2245-6.

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JAMES H. GALT, Ltd., 71-73, Dobbies Loan, Glasgow. Tel. No. Douglas 0638.

SPECIAL telescopic conversion for Austin Cambridge: 45/- per unit complete. [0496/R

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LUVAX & GIRLING.—As the largest stockholders we can now execute 95% of all orders received; immediate exchange replacement.

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SPAX suspension services.

IMMEDIATE exchange service for practically every known make and type of shock absorber (Spax processed) as below.

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AMERICAN and Continental types with wishbone arms for front suspension units.

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SEND now for illustrated literature, generous trade terms.

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YOU'RE perfectly right in insisting on Woodhead-Monroe Fluid-Cushion shock absorbers for your car; easy to instal; moderately priced, and a source of bounce-less satisfaction; they are fitted, stocked and recommended by many garages in your district; for an up-to-date list of stockists, be sure to contact:—

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ROBIN HOOD GARAGE (Anerley), Ltd.—Replace with Rotoflo.

ORDERS despatched same day, post or rail.

TRADE enquiries welcomed.

OVER the counter service.

FIT and forget.

LET us have your linkage for conversion and

OBTAIN the "new ride" from the main distributors for London (South of the Thames), Kent and Surrey.—Croydon Rd., Anerley, S.E.20. Tel. Sydenham 7066-7.

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K. J. MOTORS, Ltd., Girling-Luvax distributors, replacement damper service.—Bromley, Kent. Rav. 3456. [0288/R

ROTOFLO dampers, distributors for North, North-West London and Hertfordshire; large stocks for immediate conversion; trade enquiries invited.

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THE London main distributors for "Rotoflo" shock absorbers in East and West Ends are Messrs. Shock Absorber Service.

EAST London Depot, 125, Lower Clapton Rd., E.5. Tel. Amherst 6468 and 6844.

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WE are equipped to give "over-the-counter" service which includes complete rebushing of your linkage, for dampers to fit most cars.

POST and rail orders are dispatched within one hour of receipt of your old units.

WE specialise in supplying dampers and special linkage for foreign and "non-standard" cars; full discount to the trade. [0156/R

32/6!!—Exchange reconditioned shock absorbers.—Witham's, 16, Balham Hill, S.W.12. Battersea 3280/3769. [0449/R

YOUNG'S shock absorber reconditioned exchange service, popular models 32/6 each; lists free.—Young's, 32, Tooting Bec Rd., S.W.17. Balham 7791. [0427/R

A SERVICE unsurpassed.—Change to Rotoflo, your linkage reconditioned fitted to Rotoflo dampers and returned same day as received. North London, Herts and Central Bucks distributors.

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ALL types, Eastern Counties largest stockists, Armstrong, Girling, Luvax, Newton, etc., makers' units.—Prentice Aircraft & Cars, Ltd., Ipswich, Suffolk 77265-6. [5143

GIRLING, Luvax, Armstrong and Woodhead-Monroe shock absorbers, immediate delivery all types; genuine maker's parts only; trade enquiries invited.—The Headingley Motor & Engineering Co., Ltd., 8, Otley Rd., Leeds, 6. Tel. Leeds 52627/8. [0634/R

NEWTON shock absorbers, pioneers of tubular hydraulic suspension control; conversion kits available. M.G., Morris, Wolseley, Hillman, Humber, Austin, Standard, Jaguar, Talbot, Riley, Rover, Ford.—University Motors, Ltd., Newton Distributors, 7, Hertford St., London, W.1. Gros. 4141. [0250/R

SCOTLAND.—For shock absorber service contact the leading stockists, Armstrong, Girling-Luvax, Newton, Woodhead, Monroe; all models stocked; immediate despatch of replacement units or conversion sets; trade or retail enquiries welcomed.—Inglis Automobiles 64-78, Pitt St., Edinburgh, 3. Tel 26287. [0550/R

BRITISH, American, Continental, reconditioned guaranteed shock absorbers (and suspensions); immediate exchange Vauxhall, Luvax, Girling, Armstrong, Pear shape, Andre Friction, Telescopic, Opel, Buick, Fiat, etc.; competitive prices; trade discount.—"Floatsire" Agents, Tarrant & Frazer, Ltd., 10, Winchester Mews, N.W.3. Primrose 6159. [0204/R

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SPEEDOMETER repairs.—Rev. counters, electric and lever clocks by England's most prompt, efficient and economical service; immediate replacement for most types, others within 48 hours; any make handled by our fully qualified staff; all repairs guaranteed.—See below.

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THOS. RICHFIELD & SON, Ltd., 8, Broadstone Place, London, W.1. Wel. 0402 (5 lines). Established 13 years. [0070/R

SPEEDOMETER SUPPLY Co., Ltd., 34, Shelton St., Long Acre, London W.C.2. Established 1912. Temple Bar 2700. [0165/R

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PRIDE & CLARKE, Ltd.—All spares in stock, speedo heads repaired and set to zero from 15/-; quick service and quotations.—Stockwell Rd., S.W.9. Bri. 6251. [0742/R

AUTO TEMPO METER Co. Ltd., Speedometer specialists.—All makes of speedometer and revolution indicators repaired and service exchanged; large stocks of cables, all instruments guaranteed six months; established 35 years.—140-2 King's Cross Rd., London, W.C.1. Terminus 0635-4. [0346/R

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LARGE stocks of road springs for all popular vehicles at low prices.—Witham's 16, Balham Hill, S.W.12. Battersea 3280/3769 [0312/R

NEW springs, immediate delivery, front and rears, Austin, Morris, Ford, Hillman, Standard, Rover, Vauxhall, Riley, Wolseley and many others.

TRIANON, Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [0135

WEST LONDON REPAIR Co., Ltd., Wim. 6316/7. —Repaired or manufactured, all springs tested for static load and rate of def.—56a, High St., Wimbledon. [0251/R

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CARBURETTORS, Ltd., manufacturers of the

ARNOTT low-pressure supercharger can give early delivery of installations for M.G.; Morris Minor, Oxford, Austin A40; all Fords; Riley 1½-litre; Standards; Triumphs; Citroens; Hillman; Bristol; Humber; Sunbeam-Talbot; Wolseley 6-80 and other cars.

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MARSHALL-NORDEC low-pressure supercharger installations guarantee outstanding acceleration, 100% hill climbing and greater power with complete reliability; installations for Allard, Ford, M.G., Morris, Triumph, Vanguard, etc., for home and export orders; prices from £60 complete with all fittings.

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SHARMANS tyre service for guaranteed remoulds.

CITROEN owners please send us a sound worn 165/400 cover and we will despatch by first passenger train, carriage paid, a new Michelin remould for 89/6.—Sharmans, Lanark Rd., Maida Vale, London, W.9. Cunningham 7321/2. [0649/R

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EXTENSIVE stocks brand new tyres, Dunlop, Avon, North British, etc., all sizes in stock.

ALLOWANCE of 10/- to 15/- on your old casing according to size, if suitable for remoulding.

MARBLE ARCH MOTOR SUPPLIES, Ltd., 286, Camberwell Rd., S.E.5. Tel. Rodney 2161. And branches. [M3002/R

TYRES.—Tyres—Tyres.

MAKE the road safer, tyres are expensive; protect your own life and the lives of others by having good tyres; we will sell on easy payment if so desired.

CLEVELAND'S GARAGE, Felixstowe Rd., Ipswich. Tel. Ipswich 77528. [0565/R

TYRES!!! Tyres!!! Tyres!!!

10000 tyres in stock, every size and make, new, remould, etc.; please write or 'phone your tyre enquiries to

H. MATTHEWS, Ltd., the tyre specialists of over 50 years' standing.—89-97, Stockwell Rd., London, S.W.9. Tel. Brixton 2026 (2 lines). [0150/R

VETERAN beaded-edge tyres, new or used.—Welham, 5, Surbiton Hill Rd., Surbiton, Elmbridge 1675 [0395/R

PRIDE & CLARKE, Ltd., for ex-Government and remould tyre bargains; quotations by return; state size required.—Stockwell Rd., S.W.9. Brixton 6251. [0738/R

ALL best makes instantly available for despatch, fitting or delivery, every size (car, giant or tractor), obsolete types featured.—Carr Bros., Purley, Surrey. Uplands 4811-2-3. [0044/R

BULL'S.—A tyre for every job, prices reduced, new and remoulds, call or let us quote, let us remould your own covers.—Bull's Rubber Co., Ltd., 173, Shaftesbury Ave., W.C.2. Tel. Tem. Bar 1747. [0714/R

TYRES and tubes (used), all 13in, 14in, 15in, 16in, 17in 18in, 19in, 20in, 21in; also beaded and obsolete types; all commercial ex-W.D., tractor and farming sizes available.—Cook 589, Stapleton Rd., Eastville, Bristol. [7541

TYRES.—New, slightly used and rebuilt in all car, lorry, trakgrip and tractor sizes; write, stating your size and receive per return of post our quotation; post orders only.—The Goswell Rubber & Tyre Co., Ltd., 145-149, Camden Rd., N.W.1. Tel. Gulliver 5421 and 5422. Wires: Goswelltro, Norwest, London. [0067/R

TYRES, sound, part used; car sizes, 350 to 500, 35/-; 525 to 600, 39/-; 625 and over, 45/-; carriage included, quotations for lorry and other sizes per return; money refunded if tyres returned unused in seven days, cash or P.O. with order to Jaymess Tyre Co. (Dept. A.C.), 68-72, North Wharf Rd., London, W.2. [0165/R

Tyres Wanted

PLEASE send us carriage paid, your sound covers fit for remoulding; these sizes urgently required, 450-17, 450-18, 450-19, 500-18, 500-19, 500-20 550-18, 550-19, 600-18, 600-19, 15/- each; cash despatched within 24 hours of approval; please label plainly

SHARMANS TYRE SERVICE, Lanark Rd., London, Rd., London, W.9 Cunningham 7321-2 [0675/R

WHEELS, DISCS, ETC.

WHEELS (used), all sizes for cars, trailers, caravans, commercial, ex-W.D. and farm vehicles.—Cook, 589, Stapleton Rd., Eastville, Bristol. [7542

CLARE'S MOTOR WORKS.—Large stocks wheels, wire Easy Clean and Artillery; rebuilt and second-hand exchange service.—260, Knights Hill, West Norwood, S.E.27. Gipsy Hill 0152. [0628/R

PARTS AND ACCESSORIES, REPAIRERS, ETC.

WHEELS, DISCS, ETC.

ALL types of wheels repaired, replacement service.—W. & L. Page, Pottery Rd., Brentford, Middlesex. Tel. Ealing 5538. [0680/R

WEST LONDON REPAIR Co., Ltd., Wim. 6316/7.—Wire wheels repaired, converted, respinned, re-enamelled. Cast clean wheels repaired, retrued.—56a, High St., Wimbledon. [0639/R

WHEELS, DISCS, ETC.

MOST types of easy clean and wire wheels in stock.—Turner & Knight, Southfield Paddocks, Popes Lane, Ealing, London, W.5. Eal. 4298. [0678/R

CHROME Hub Caps for every make of car in stock from 6/- each.—Enfield Tyre, 125, Baker St., Enfield 2982. Also 1058, Christchurch Rd., Bournemouth, and Castle Lane, Torquay. [0432/R

WINDSCREENS

AUSTIN 7, 1932-54, £4/5; Ford 8/10, £5/5; trade also supplied.—D. W. Price, Neasden Lane, N.W.10. [0258/R

BRITISH STEEL FRAME Co., Ltd., 205, Cambridge Heath Rd., E.2., manufacture sports and special windscreens, Ford, Austin 7, fixed and sliding windows for utilities.—Bishopsgate 9611-3. [0908/R

BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

SOUTH AFRICA.

AUTO Electrical Specialists and Used Car Business for disposal, est. over 5 years; centrally situated in a very progressive reef town; owner elderly wishes to retire; modern premises, latest testing equipment, valuable stock, excellent profits, very comfortable living, wonderful climate, low income tax; good selection of houses and flats; owner a well-known racing and trials driver; British workmanship has great prestige; accountants can verify genuine proposition; price £4,750, terms could be arranged.—Write Air Mail, F. A. Thatcher (Pty.), Ltd., Box 465, Springs, Transvaal, South Africa. [8217

UNIQUE opportunity to acquire two lucrative filling stations.

BOTH situate on A45, between Ipswich and Newmarket.

ONE with superior modern house, 2 reception, 3 bedrooms, bathroom; all modern conveniences; good pull-in, 4 pumps and cash kiosk; garage with offices and stores; high-pressure greasing set; in all ½ acre; 1952 petrol sales, 79,000 gallons; direct accounts with tyre manufacturers; price £12,000, including equipment, plus s.a.v.

THE other property comprises garage and 3 electric pumps; remunerative transport café; sleeping accommodation; ladies and gents lavatories; all modern conveniences; good turnover, audit accounts; price £6,850.

FULL particulars from Knight & Sons, Land Agents, Stowmarket (Tel. 384). [8167

MESSRS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, 8-11, Pavilion Buildings, Brighton (Tel. 23284), offer the following:—

MID-SUSSEX.—Excellent service and filling station on main road with modern bungalow, 4 electric pumps, petrol sales average 1,000 galls. weekly; freehold, goodwill and equipment. £8,250, s.a.v.

SOMERSET.—Main road well-sited garage, filling station and cafe, with ½-mile road frontage and site area of about 20 acres; excellent 6-roomed bungalow; petrol sales 1,000 galls. weekly; freehold, goodwill and equipment. £9,000, s.a.v.

MONMOUTH.—Magnificently situated garage and service station selling over 150,000 gallons p.a.; £30,000 "all-at."

FURTHER particulars of above and other garages available from Gladding, Son and Wing, as above. [M2021A

GARAGE on main arterial road, self-drive, hire, repairs, car sales, all advantages; owner quitting owing to ill health; offers invited.—Box 5300. [8581

MIDDLESEX.—Freehold, private/commercial garage, with agencies; brick-built garage 14ft. 6in. headroom, space 50 cars, fully equipped; gallonage 50,000 p.a. Price £12,000.—Sole Agents below.

WEST SURREY.—General garage/filling station, well appointed workshop for 8; 4 pumps selling 700 galls. weekly; lease at £115 p.a. Price £4,000.—Sole agent below.

EAST SURREY.—Garage/filling station on coast road; W/S for 16, showroom, open yard, forecourt with 6 pumps; gallonage 47,000 p.a. Price, freehold, £8,500.—Sole agents below.

BERKS.—Country garage with modern bungalow, garage 3 W/S 3 yard, forecourt with 3 pumps; lease 21 years at £250 p.a. Price £2,500.

FURTHER details of the above and others gladly sent on application to Church, Howard & Hills, Ltd., the Garage Specialists, 59, Kew Rd., Richmond, Surrey. Richmond 2351/2/3. [M1047

GARAGES, motor businesses.—John Swait & Sons, Ltd., 34, The Mall, London, W.5 (Ealing 2866), have numerous vendors and purchasers; clients' instructions and purchasers' enquiries invited. [0512

ALDRIDGES (Est. 1755), Auctioneers and Estate Agents, have available several est. motor businesses with distributorships and main agencies; also garages and filling stations in London, Home and Southern Counties.

MIDDLESEX.—Est. motor business with popular agencies, modern main road showrooms, offices and workshop, sound concern.

NORTH London.—Main road site, garage and filling station, large modern workshop, office, forecourt with pumps, etc., well equipped, suitable for development or engineering use.

ENQUIRIES are invited to Estate Department, William Rd., N.W.1. Eus. 2352. [M1004

GOY & RICHARDS, Ltd., the Motor Industry's Specialist Agents and Valuers, for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 555, Watford Way, Mill Hill, N.W.7. Mil. 4502 [0946/R

KENT.—Busy repair garage, together with filling station, regular residential trade, petrol sales 20,000 galls. increasing; leasehold premises, same hands 15 years, owner retiring; this is a genuine business; price £5,200.—Box 5285. [8259

VERY attractive freehold garage and filling station with living accommodation near Worthing; modern equipment, lock-ups; agencies; 60,000 galls.; first-class residential neighbourhood, close to sea front; this is a genuine and progressive concern; established 25 years; owner retiring.—Box 5022 [7786

FREEHOLD garage and filling station; four pumps; in busy main road position at Wallington, Surrey, between Croydon and Sutton; workshop 2,600 sq. ft.; 4 office rooms; petrol sales 50,000 galls. p.a.; first floor let at £572 p.a. inclusive; price £10,000 freehold, including goodwill, equipment and loose tools.

WILLIAM A. DAVIS & PARTNERS, 4, Stanley Park Rd., Wallington. Tel. Wallington 2567. [8170

BUSINESS AND PROPERTY

MAGNIFICENT position with immense potentialities; main Stratford-on-Avon—Birmingham trunk road, 2 miles Stratford; country petrol filling station, with 1½-acre freehold site, 415-ft frontage; 4 modern pumps, extensive parking area, workshop, plans passed extensions; charming small modern house; caravan sales.—Full particulars, James Styles & Whitlock, 7, Newhall St., Birmingham. Colmore 4050. [8207

Business & Property Wanted

SMALL filling station wanted, 2/3 pumps, rural or semi-rural district, mid-Sussex or Hampshire area.—Particulars, 44, Oxford Ave., Merton, S.W.20. Tel. Liberty 8454. [8350

GARAGE and filling stations in London, Home and Southern Counties, well sited with good petrol sales, required for numerous applicants.—Parts, please to Aldridges Estate Department, William Rd., N.W.1. Eus. 2352 [W1004

GODDARD & SMITH are requiring on behalf of numerous buyers, garages and filling stations in London area or provinces as going concerns.—Particulars to Garage Dept., 22, King St., St. James's, S.W.1. Tel. Whitehall 2721 (20 lines). [C291

AGENTS WANTED

CAMPENDIUM, self-contained, self-erecting camping trailer; main dealerships available in London and Southern England; see our announcement on page 10.—Boden-Davis, Ltd., Elliott Street Works, Oldham, Lancs. [8137

OPPORTUNITY occurs for progressive firm with good connections to obtain excel. area sales new revolutionary motor acc. in N. & S. England, Midlands and Scotland.—Alverton Eng. Co., Ltd., Copthall House, London, E.C.2. [8206

SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is excepted from the provisions of The Notification of Vacancies Order 1952.

EXPERIENCED car salesman reqd. for West End showrooms, able to purchase and sell high-class cars.—Full details, Box 5629. [M5050

MANAGER required for motor showroom and workshop, South-east London; sound knowledge of up-to-date used car values essential.—Box 4976. [M1032

NIGHT garage and petrol station attendant, vacancy in large N.W. London garage, a good job for a reliable man aged 30-50.—Apply Box 5172. [M4057

SALESMAN BUYER required with experience in new and used cars.—Letters only, giving full details (in confidence) to Bellamy's, 2, Burnt Ash Hill, S.E.12. [7565

FIRST-CLASS engine and chassis fitters required; reply letter only details of experience and salary required.—Alta Car & Eng., Ltd., Fullers Way, Surbiton. [8156

EXPERIENCED salesman, able to carry through transactions in new and used cars; good opening with old-established company.—Bowes & Sons, Ltd., Chapel Field, Norwich. [8274

EXPERIENCED salesman required by established distributors, Croydon area; one able to work on own initiative.—Apply, giving details of age, experience and salary required, Box 5112. [7877

SENIOR salesman required by South Coast Nuffield distributor; remuneration by salary and commission; previous experience essential.—Write, giving full details of experience and salary expected, to Box 5315. [8415

MAN, 25-30, of good education, wanted to run small garage S.W. London previous experience less essential than absolute integrity, energy and intelligence.—Apply giving full particulars to Box 5267. [8265

MOTOR salesman-buyer required previous experience essential; good basic wage and commission; excellent prospects.—Write, stating age, experience, etc., to J. Davy, 180/182, Kensington High St., London, W.8. [M1069

WORKING manager, fully experienced motor engineer, electrical, cellulosing, welding, diagnosing, estimating essential; well-equipped large workshop N.W. London; family flat available; state age.—Apply first by letter to BM/NEG, London, W.C.1. [8402

FORD main dealer, N.W. Surrey area, require sales representative, previous selling experience in similar capacity essential, excellent opportunity for man with good appearance and education; write, giving full details of age, experience and salary required.—Box 5225. [8142

FRANK WARING, Ltd., London distributors for Reliant three-wheelers, require salesman-demonstrator for the London area; preference given to applicants aged between 25 and 35 with some selling experience of motor vehicles.—Write Box 5261. [8205

MOTOR showrooms.—Assistant required, male or female car sales administrator, clerical and typing duties, previous experience essential; good salary and prospects.—Write, stating age, experience, etc., to J. Davy, 180/182, Kensington High St., London, W.8. [M1069/1

MOTOR fitters urgently wanted. Ford experience preferred but not essential; one of the finest workshops in the country; good canteen facilities.—Apply Works Manager, W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham. Rainham 770 (8 lines). [M3065

VEHICLE salesmen.—Vacancies exist for 2 salesmen with experience of commercial or private car sales, previous experience of Bedford or Vauxhall not essential but would probably be of assistance.—Write Sales Director, G.N., Ltd., Vauxhall Bedford Main Dealers, 278/300, Balham High Rd., London, S.W.17. [7937

SITUATIONS VACANT

CAR salesman required by old established Liverpool distributors, permanent position on salary and commission basis with excellent prospects; applicants must be of good character, and possess first-class references; apply in confidence, giving details of age, experience, whether married or single, etc.; our own staff are aware of this vacancy and advertisement.—Box 5305. [8127

THE Car Connection Co., Ltd., require experienced women drivers for their London, Luton, Coventry and Birmingham Depots. Candidates will be required to undergo a special 2-hour driving test on cars and light commercial vehicles. Hours of work are irregular, and the work is not suitable for those having domestic ties.—Apply in writing in the first instance to the Staff Manager, 7, Kendall Place, Baker St., W.1. [8278

CHARLES CLARK & SON, Ltd., Chapel Ash, Wolverhampton, Austin, Daimler and Wolseley distributors, require the services of a first-class repairs foreman, applicants must have had extensive experience in modern service methods with cars and commercial vehicles, staff control, and customer reception and be capable of organising and controlling the department with maximum efficiency; the position offers excellent prospects for a man with the necessary enthusiasm, personality, skill and determination to overcome the difficulties associated with this work; provision of suitable house considered if necessary.

REPLIES, which will be treated in strict confidence, should be addressed to the Managing Director, giving full details of experience, salary required, etc. [8149

SITUATIONS WANTED

WORKS/GARAGE manager, 25 years' practical experience all branches, London area.—Box 5299. [8561

FOREMAN mechanic, specialised Nuffield Group, desires post S.W. London; Kent, Sussex coast preferred.—Box 5276. [8246

WORKING foreman, capable full workshop control experience, estimating, costing, requires position London.—Box 5227.

WORKING auto-electrical foreman, 16 years' experience in trade, seeks similar position in South London or Surrey area.—Box 5289. [8216

WORKS manager, 25 years' comprehensive experience motor trade; accustomed control large staff; fleet maintenance not objected to; London area or south.—Box 5511. [8403

ENGLISHMAN, 30, 3 years sales manager leading car and commercial distributors/assemblers in India, 2 years international organization in Europe, and practical experience vehicle tester, drawing office, etc., seeks appointment as sales manager, representative, agent or similar; home or overseas.—Box 5207. [8138

BOOKS, ETC.

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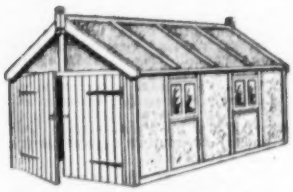

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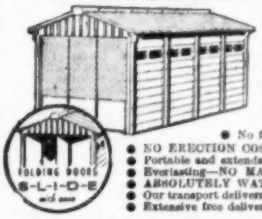

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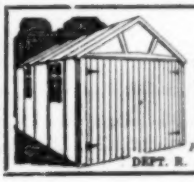

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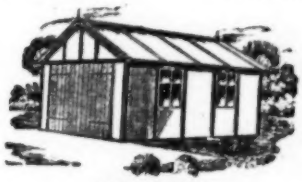

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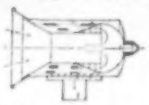

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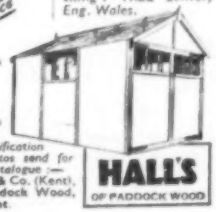

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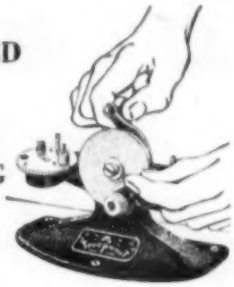

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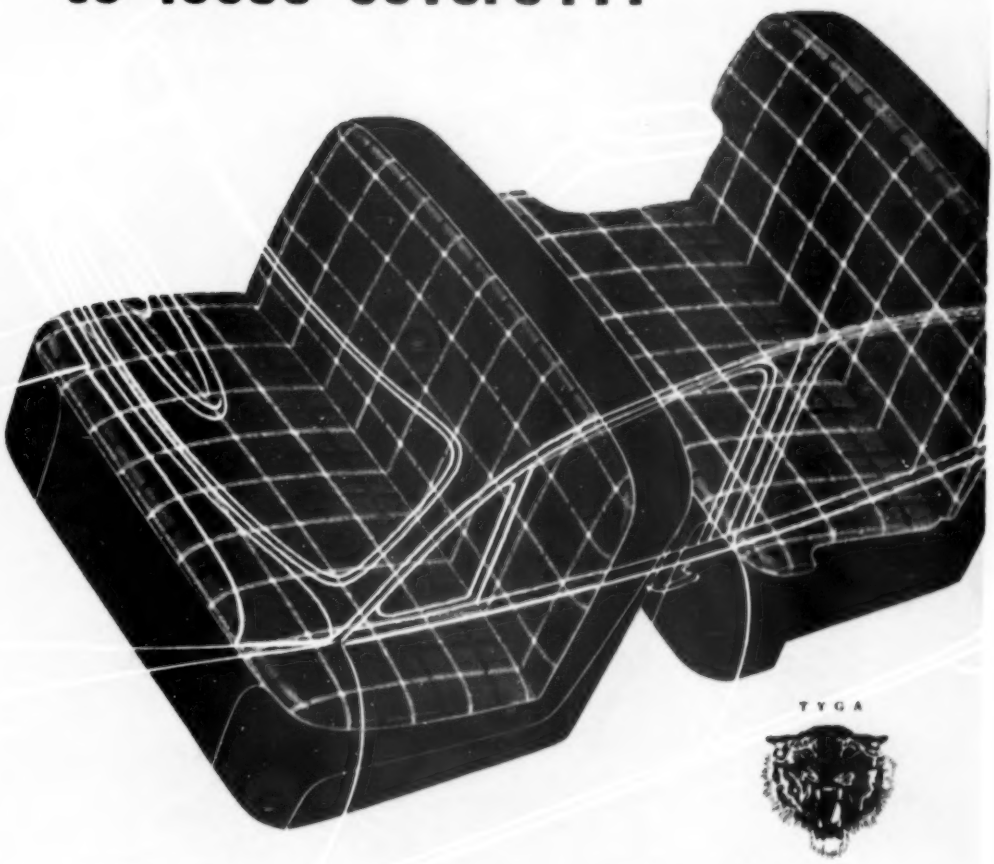

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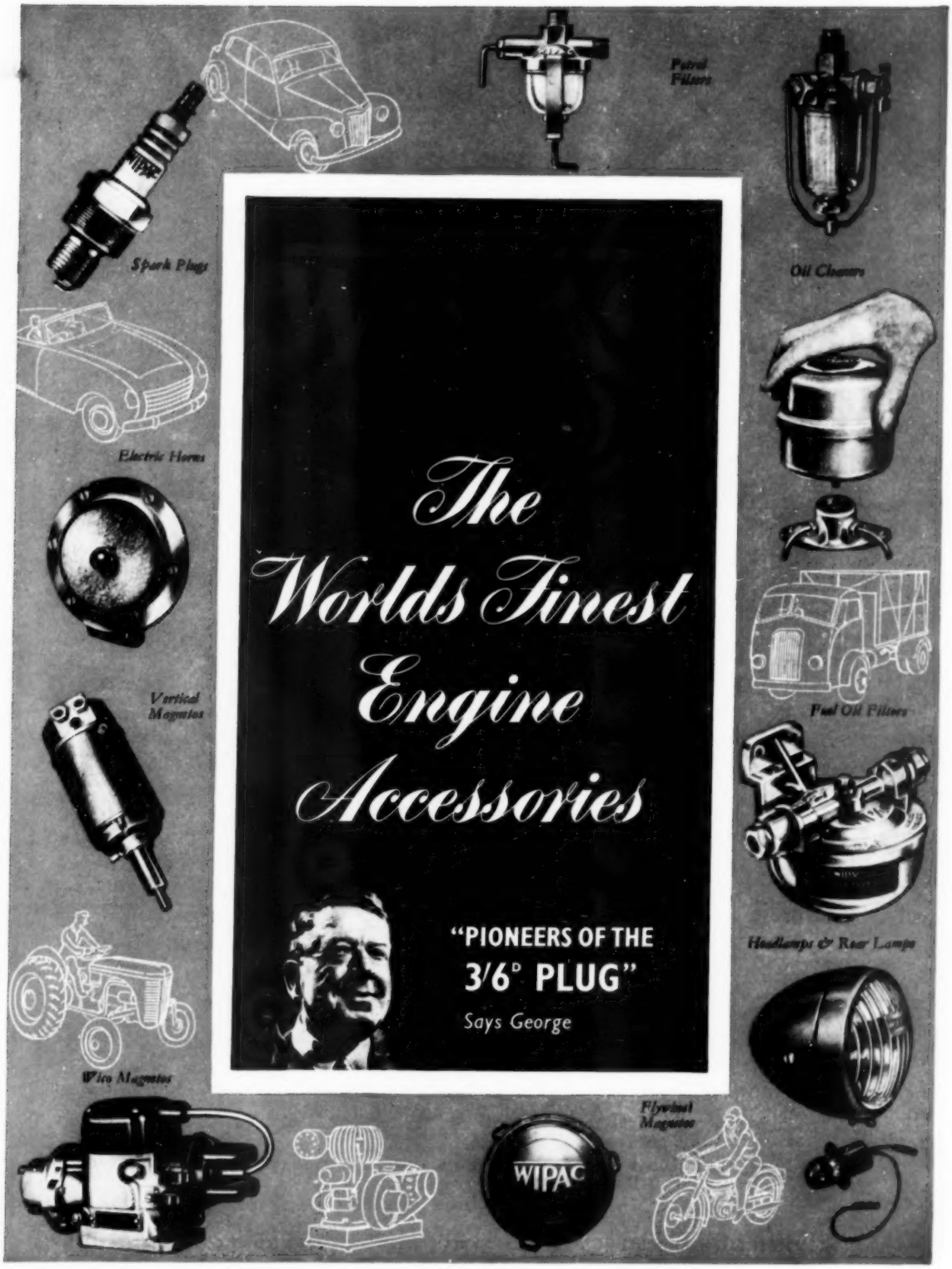

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